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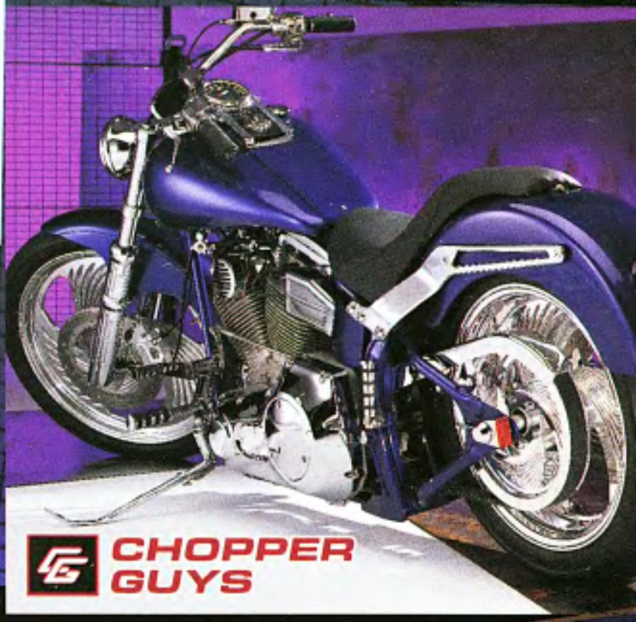

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TAKING IT EASY

This guy held up a bank and got away with a wad of cash. But—now get this—he returned to the same bank two hours later to open an account using the stolen loot. He told police he wanted to make sure his money was secure.

A Japanese engineer has been pulverizing simulated moon rocks for the last two years to develop cement that will be used for building condominiums on the moon (with golf courses). Several Japanese construction companies have spent $40 million on moon-based projects. (Think we should hop on the bandwagon?)

An art institute featured a functional toilet, titled "The Great Flood," by a highly touted sculptor. It had sold for about $20,000 last year, and the buyer loaned it to the institute with the provision that it be plumbed to work. Visitors are allowed to pull the chain but not to use the toilet. (But two visitors during the show did, and the institute said it was "the ultimate involvement of the audience.")

Three Satanists in Argentina were arrested after ordering pizzas from the local pizza place. The pizzas were delivered, and when the delivery guy failed to show up back at work, his boss called the police. They found the Satanists sitting among a pile of bones. Seems they had become bored with pizza and ate the delivery boy instead.

A communication from Big Brother: A motorist was caught in an automated speed trap that measured his speed using radar and photographed his car. He later received in the mail a ticket for $40 and a photo of his car. Instead of payment, he sent the police department a photograph of $40. Several days later he received a letter from the police that contained another picture—of handcuffs.

A Baptist minister moved his following to a new location and was able to convince almost all his parishioners to give him the church's assets to take with him, including $65,000 in cash. A few days later a few parishioners objected, but the minister said, "They're idiots. If they mess with me, I'll have their homes and cars. It's a good thing I'm a Christian. They're gonna owe me by the time I get done with their butts."

A Bank of America was visited by a man with the intent of robbery. He walked into the branch and wrote, "This iz a stikkup. Put all your muny in this bag." While standing in line, waiting to give his note to the teller, he began to worry that someone had seen him write the note and might call the police before he reached the teller window. So he left Bank of America and crossed the street to Wells Fargo. After waiting a few minutes, he handed his note to the Wells Fargo teller. She read it and, figuring from his spelling that he wasn't the brightest light in the harbor, told him she couldn't accept his stick-up note because it was written on a Bank of America deposit slip and that he would either have to fill out a Wells Fargo deposit slip or go back to Bank of America. He said, "OK" and left. The teller called the cops who arrested the would-be robber a few minutes later while he was waiting in line back at Bank of America.

When a 60-year-old man failed to show up for work, police broke into his apartment to find his dead body rolled up inside 14 blankets. Murder was suspected, but when they unwrapped the blankets, they found he had died masturbating and his diaries showed that he got kicks from "feeling confined."

Some days it just doesn't pay to get up. Three robbers wanted to rob a bank, got caught in the revolving entrance door, and had to be helped free by one of the tellers. So they went out on the street to wait a few minutes before trying again. This time they got through the revolving door, but when they demanded $10,000 from the teller, he recognized them as the guys he'd freed and thought they were joking. The robbers were crushed so they reduced their demands to $5,000. The cashier just laughed again so the robbers reduced their demand once more, this time to $500. Finally, one of them jumped over the counter to attack the teller, but he tripped and broke his ankle. The remaining two decided to make a run for it but guess what? They got caught in the revolving door again. Oh, well.

A retired ear, nose, and throat specialist described his 450-item collection of things he had personally removed from patients. Among the most prominent were a bag of decomposed bees (a kid ran into a swarm of them); an eraser that a kid put up his nose that stayed for 15 years until the boy, then in the Navy, had trouble breathing; and a plastic whistle from a boy (his parents said he whistled every time he took a breath).

Now here's a bright and quick-thinking bank teller. A bank robber passed a note to the teller which read, "This is a holdup. I have a gun. Put all the money in a paper bag." After reading the note, the teller picked up his pen and wrote on the back of the piece of paper, "I don't have a paper bag." The robber panicked and ran out empty-handed.

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Cover photo of lovely Lisa on Bourget's Bike Works' '98 Low Blow Chopper by Paul Martinez. See page 56.

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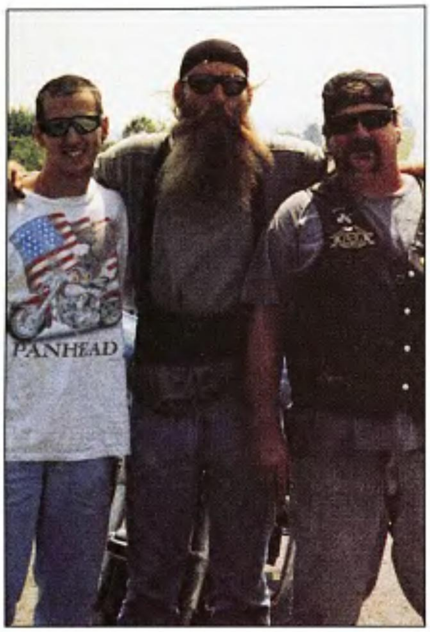

Thanks!

This letter is to thank two of the best friends and brothers a man could have—*ever*! I'm a 21-year-old college student and have grown up loving and wanting a Harley of my own. One of my biggest dreams was to ride to Sturgis with my father. This is where great brothers and friends come along. A longtime family friend, Jerry, bought a new Dyna Super and kept his old Shovelhead. Well, to make a long story short, Jerry let me ride his Shovelhead all summer long and all the way to Sturgis and back.

All I can say is, "Thanks, Jerry and Dad, for the best summer a man could have. Thanks for drinking beer with me, watching girls in bikinis and less, and for just letting 'Cherry Boy' tag along and show me what brotherhood is all about. Hey, I never thought I could have such a good time with guys over twice my age." Also, thanks to Bernie for being such a cool woman and making fun of me for flirting with some girl while she stood next to her *big ass* man at The Broken Spoke.

Here's a picture of us along the road. That's Jerry in the middle, Dad in the vest, and me in the Panhead shirt. Three bros for life. From the bottom of my heart, thank you so much guys. I couldn't have done it without you.

Harley Graves
Trenton, Missouri

Pan Handling

For the second issue in a row a really good article has been fucked up (text, pix, everything else). It was printed upside down, backwards, inside out, and otherwise screwed up. If ya'll need someone to proofread yer shit, I could use an easy job. If you're just checking to see if someone actually reads the articles, consider yourselves put on notice. Otherwise, ya got a good mag. Keep 'em coming.

Lobo
Shelbyville, Tennessee

All right, guys, what gives? I just finished or tried to finish reading my January '98 issue and was a little upset that the article on the Pan, "Flamin' Determination," was just a little hard to read. Why? Because it's in the magazine backwards. How could you guys do that to a Pan? An Evo or a Sportster, maybe—but not a Pan. Next time try to get it right. Now that's off my chest, and I really feel better.

Other than that, keep up the work you're doing. Just show more Pans and Shovels.

B.A. Cole
Trenton, Tennessee

I was sittin' around killin' a case of brew and hittin' the jug when my January issue came in. I started reading the rag and working on the brew until it was gone, I was gone, and the rag was gone.

The Panhead spread on pages 78-81 was great. What the fuck was a mirror needed for?

Butler
Aiken, South Carolina

Ya got us. We didn't notice anything.

A Line to Nameless

Just a line to say that if "Nameless" of Canada (December '97) wants to know more about his CZ, the place to contact is JAWA Register of America, c/o Mike Thomason, 1548 Deerwood Dr. East, Mobile, AL 36618. They have a helluva lot of info about the Czech stuff.

Gerry
Suffolk, England

Roadware Stud Muffin

Just checked out your new *Roadware* catalog, and all I can say is, "Wheee Doggies!" The stud muffin on page 6 can straddle my Harley or anything else he likes anytime, Sugar. What he's sellin', I'm buyin'! Don't know how I'll get Grandpa snapped into those duds, but it's worth a try.

How about some hunks on Hogs in the magazine, too? We Harley-riding grannies love to dream.

Desdemona
Savannah, Georgia →

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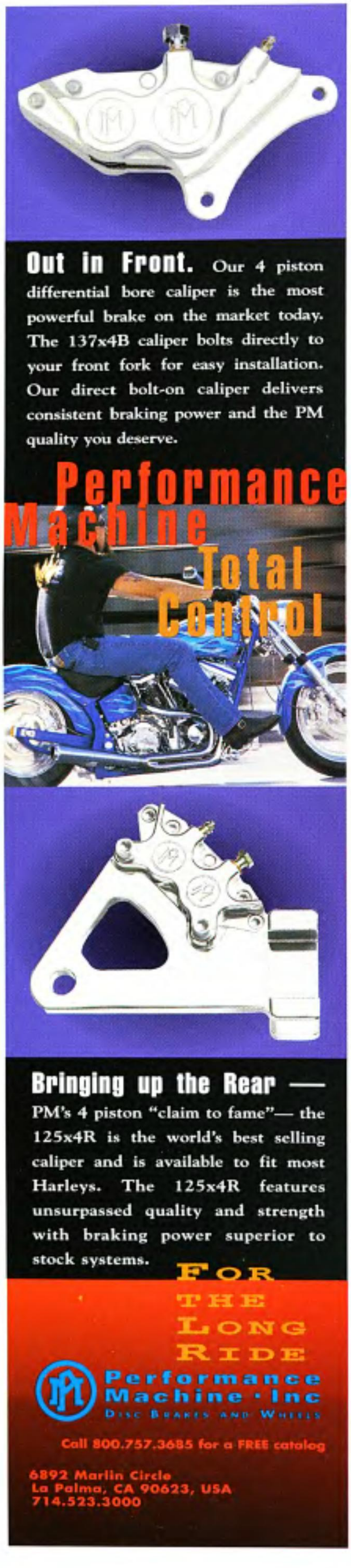

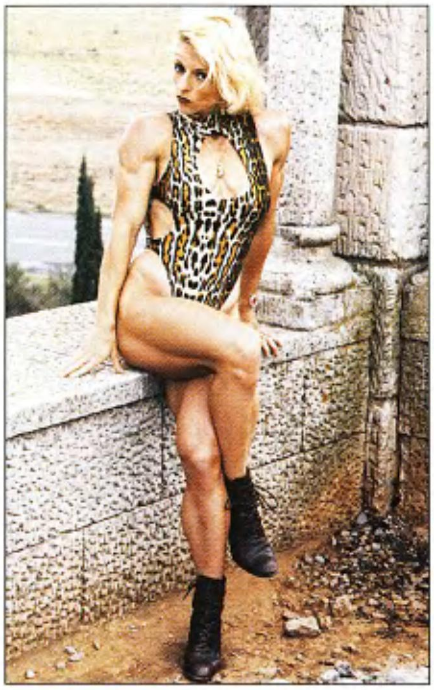

French Fan
First, I'd like to tell you how much I like your magazine. My name is Cathy, and I'm a 5-foot-5, 30-year-old blonde with brown eyes. I'm an avid bodybuilder (I finished second at the world championship two years in a row).

I like motorcycles and everything that revolves around them. You guys are doing a wonderful job, so keep it up.

Cathy Pilain
Carcassonne, France

A Problem?
I own a '97 1200 Sportster Custom. The bike is beautiful but runs and sounds like crap when it's hot. This has been noticeable since the bike was new. The problem occurs when riding double or solo. Both my wife and I are medium build. It's always noticeable when the outside temperature is over 85 degrees.

My local dealer said it sounds like preignition, and all the new Sportsters sound like that when they're hot. If I take it in, they can make adjustments; however, I'll have to sacrifice performance. Needless to say, I'm not satisfied with this answer. Is Harley aware of a problem with these bikes? I'm not afraid to spend a few bucks upgrading the bike, but I do want to spend them intelligently.

Karl Mellor
Croydon, Pennsylvania

You need a carb jet kit and to replace the air cleaner. The bike is running too lean.

A Correction
This is in regard to "Yellow Fever" in the December 1997 issue. Please note that the painter and molder was Jim Fugge (Cycledelic). Assemblers were owner, Mark, and Al. Displacement is 103 cubic inches. I waited for a call back from Southern Connection to check everything out, but I must have missed it. Thanks.

Stephen RAGZZ Ragonese
Lawrence, Massachusetts

Kudos To Bret
In the November '97 issue there's a picture on page 71 ("In The Wind" section) from Bret Brandt from Waterloo, Iowa that I think is awesome. To me it's proof that, although unseen to the eye, those who came before us and knew what true freedom was, are still watching. Maybe curious, maybe jealous, but I like to think they know the feeling of having a powerful steed between their knees.

Bret, I applaud your artistry, and if you were to blow that photo up to poster size, I would buy one, frame it, and proudly hang your work in my living room for all to enjoy.

Kurt Van Conant
Sabana Seca, Puerto Rico

A Pat On The Back
We had the honor of attending the *Easyriders* party at the *Easyriders* ranch the night before the Love Ride. The party was the cherry on top of the week for all of us. The music, chicken and ribs, beer, sodas, and big screen TV with the Holyfield-Moore fight were great. The setup at the ranch, parking, security, and everything else were unsurpassed.

No other organization could have even come close to the professionalism *Easyriders* demonstrated. We were there with 107 members, and everyone had a huge smile on his/her face the whole time. The amount of time put forth is a tribute to the involvement of Paisano Publications to the American motorcycle industry.

See you at the next "party of the year."

The Dave's USA
Prof. Steve "Mad Dawg" Curran
Tacoma, Washington

What Gives?
What gives on the bike in the October '97 issue ("Chopped & Dunn"). It must be two bikes. One picture shows a rear chain sprocket that is solid, but when ya look at the sprocket on another picture, it suddenly has holes in it. As far as I can tell, both bikes are awesome rides.

Brian Bloomer
Orlando, Florida

Easy. We shot the bike one day, found the Fox, Renee, and Mike came back.

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the ... back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to Wordmonger, Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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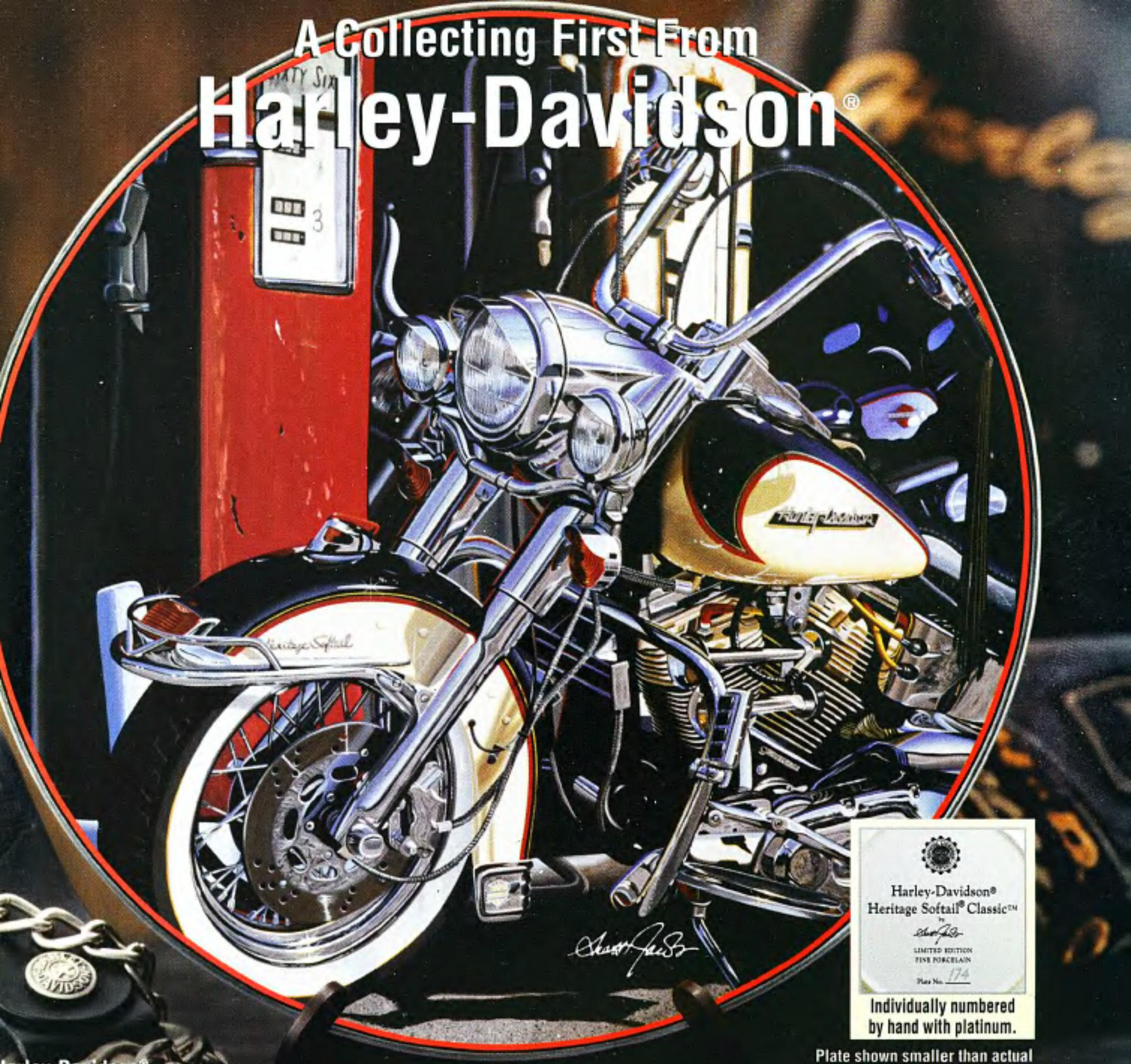

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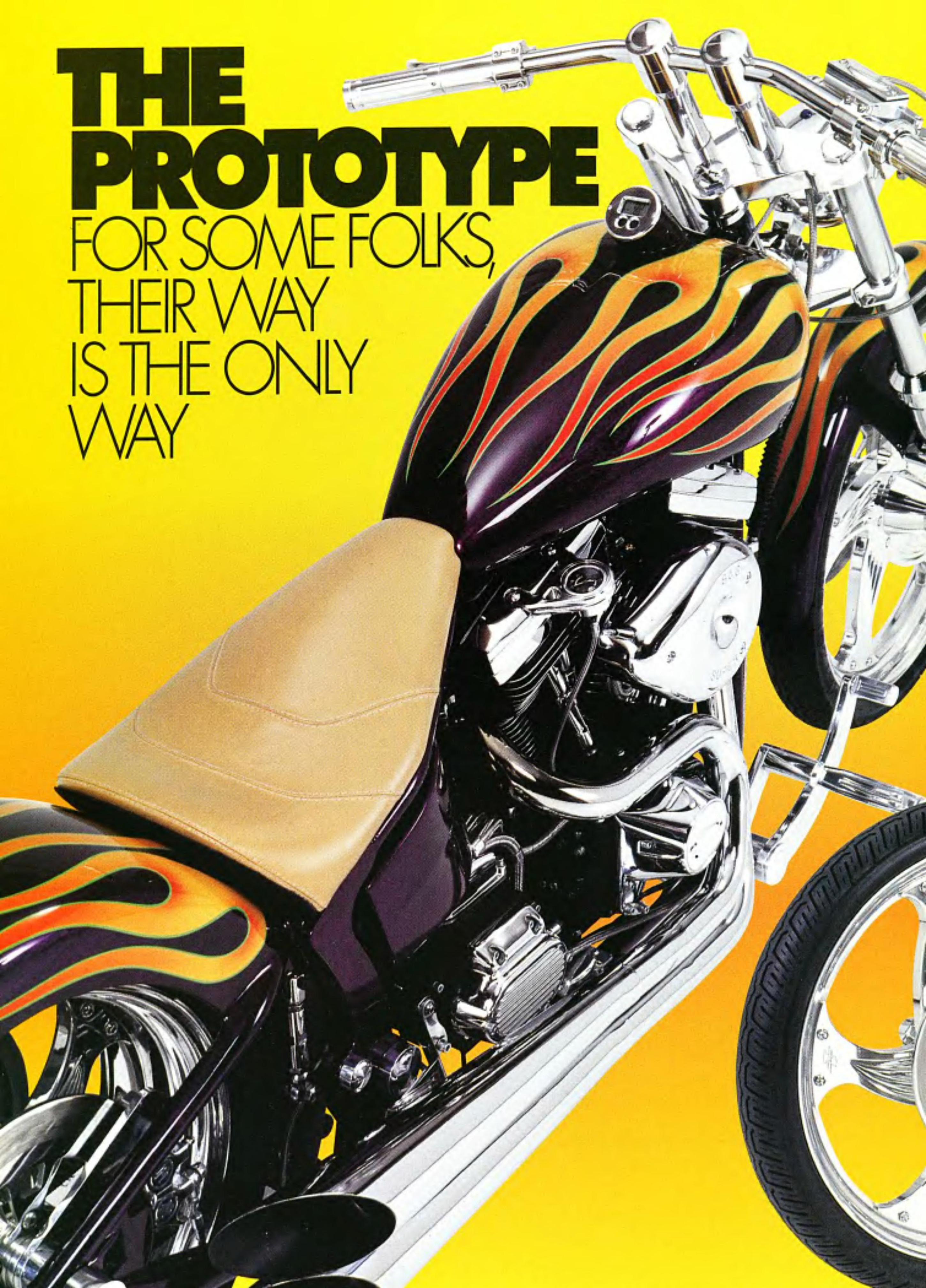
THE PROTOTYPE

FOR SOME FOLKS, THEIR WAY IS THE ONLY WAY



For some people, reaching their goal means having to juggle a plethora of different tasks and labors, having to make detours galore, and trying to avoid a multitude of traps. And oftentimes, after they've reached their goal, they wonder what exactly it was they had set out for in the beginning. Yet other folks seem to come by their calling naturally and with such an apparent ease that it makes you wonder if they ever even had to consider any alternative approaches.

Eric Brooks, the creator of this good-looking sled here, is just such a folk. Eric, who lives in Phoenix, Arizona, has been working as a prototype machinist for the past eight years at an outfit called Eckert Enterprises in nearby Mesa. "This basically means that we machine prototype parts, mainly for the aerospace industry," Eric explains. "We make parts for TRW, DH Instruments, or Space Data, for example, or just about anyone who needs such a part." Of course, his Harley riding friends did as all good friends would do in a case like this and started relying upon Eric to supply them with one-offs for their custom bikes. One thing led to another, and just about three years ago, the then 23-year-old got the itch to try his own hands at building a custom sled. Eight months later, this beauty was the result.

Although Eric had never owned a Harley before, he had spent his younger years racing dirt bikes, and it was an experience that left him with a love for motorcycles. When the time was ripe for a Harley, it was clear that it had to be something special—a custom Harley. But then, this isn't just any young man deciding to take a stab at customizing a preexisting sled, adding an accessory here and a slightly modified part there. We're talking about a professional machinist feeling the urge to start right off the bat with a ground-up custom, which, by the way, has already garnered him a couple of trophies along the way (2nd place at World of Wheels, e.g.).

So Eric hit the ground running. He got himself an Atlas Pro Magnum frame with a 38-degree rake and dropped a stock Evo engine into it, which he bought from Joseph's H-D in Mesa. Some mild engine work was done at FX Chopper in Mesa, but for the most part he left the mill stock. Although he says, "Looking back at it now, I should have definitely polished it and whatnot, but ... you live and learn."

And what he didn't buy, Eric built himself. Among those one-offs are the triple trees, the forward controls, motor mount, and coil bracket, just to mention a few. This is definitely a bike to look at closer, so make sure you check the chart →

for more nifty modifications.

While Eric hasn't built another ground-up custom for himself in the intervening couple of years, he has built one for a customer, a mix between a Heritage and a Fat Boy in a Softail replacement frame with a 38-degree rake. This time, it only took him three months, and the next project is already heading his way.

If you asked me, with talent and know-how like this, I wouldn't be at all surprised if somewhere down the line a new shop would open its doors in the vicinity of Phoenix. Eric's Ground-Up Customs ... doesn't have a bad ring to it at all. But, I know ... nobody asked me.

—Red Baron

Owner: Eric Brooks
City: Gold Canyon, Arizona

General

Fabrication: Doug Jerger
Year/make: 1996 H-D
Model: Pro Street Softail
Assembly: Eric Brooks/Shane Orlando
Chroming: very little

Engine

Year/model: 1994 Evo
Rebuilder: not rebuilt yet
Ignition: Screamin' Eagle electronic
Displacement: 80 cubic inches
Lower end: stock
Pistons: stock
Cases: stock
Heads: milled FX
Cam: Andrews
Carb(s): S&S Super
Pipes: Bartels
Modifications: FX Chopper (Mesa, Ariz.) balancing, S&S air cleaner, custom top motor mount and coil bracket, custom volt regulator bracket

Transmission

Year: 1995
Modifications: Belt Drives Ltd. dry primary

Paint

Painter: Doug Jerger/Squeegs, Mesa, Ariz.
Color/type: candy, violet/ PPG, House of Kolor urethane
Special paint: marbleized, flames

Frame

Year/builder: 1996 Atlas
Type: Pro Magnum Wide Drive
Modifications: 38-degree rake, 2-inch stretch, custom swingarm, torsion bar

Accessories

Bars: K&N
Handlebar controls: Ness, billet
Fender(s): strutless rear
Headlight: Headwinds, billet
Taillight: custom, in swingarm
Speedo: custom digital in gas filler
Pegs: custom forward controls by owner
Electrics: key off of oil tank does it all
Gas tank: 5-gallon with 2-inch stretch
Oil tank: relocated filler to top
Seat: custom tan leather, MasterCraft Interiors, Tucson
Mirrors: none
Grips: Ness

Forks

Type: wide glide
Builder: Showa
Modifications: custom trees

Wheels

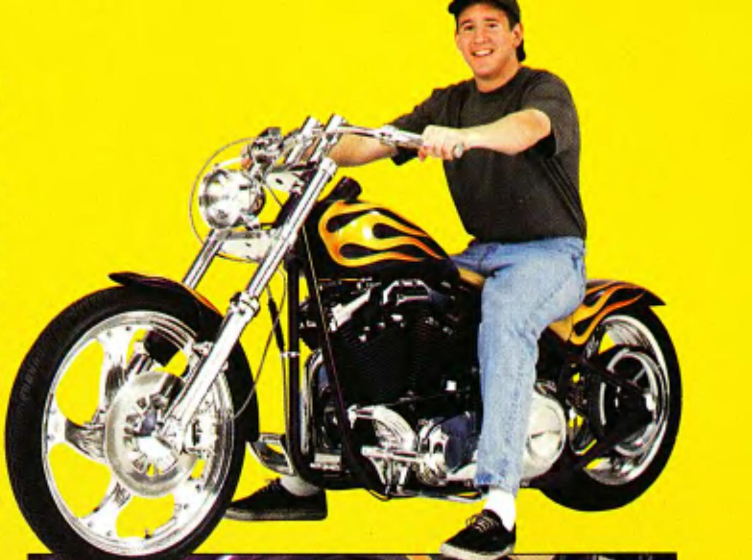
Front

Type: H-D
Size: 21-inch
Tire: Metzeler
Brake: P.M.

Rear

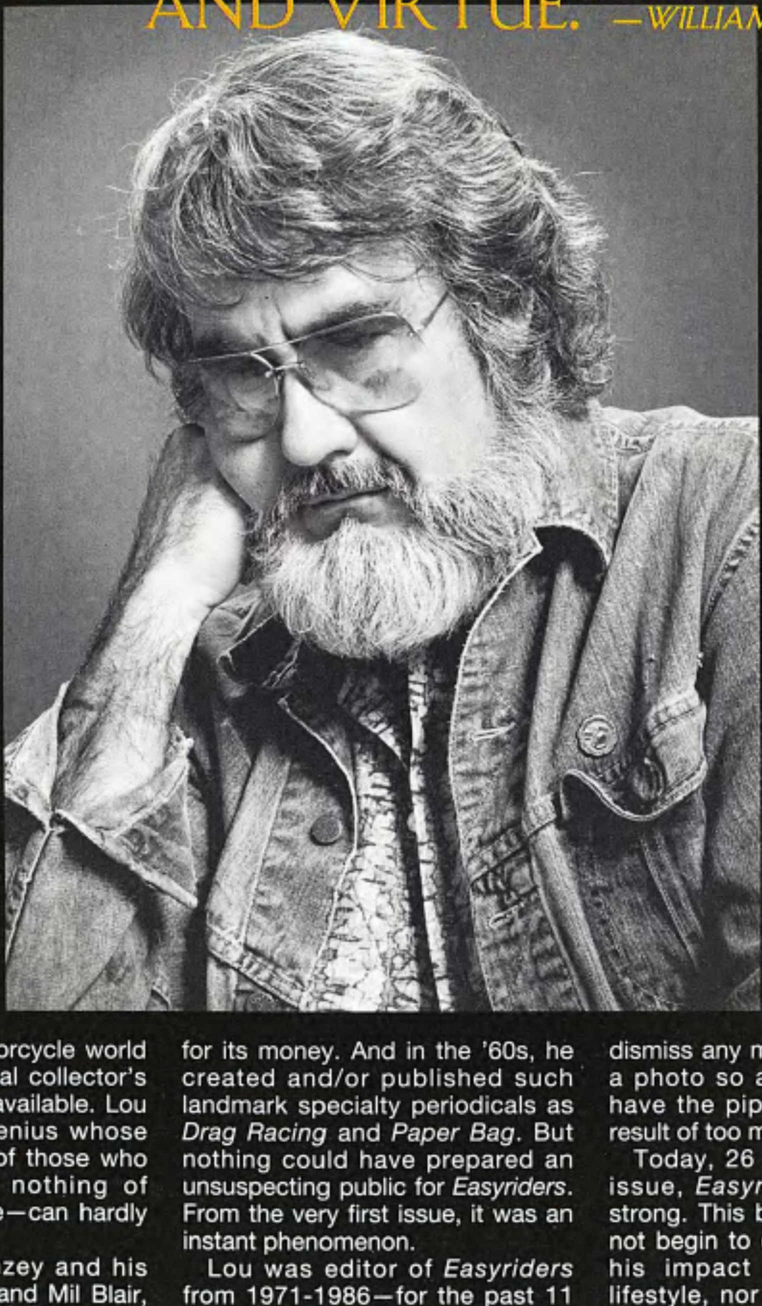
Type: H-D
Size: 18-inch
Tire: Metzeler
Brake: P.M.

Photos: Paul Martinez



LOU KIMZEY 1928-1997

"DEATH CANCELS EVERYTHING BUT TRUTH, AND STRIPS A MAN OF EVERYTHING BUT GENIUS AND VIRTUE." —*WILLIAM HAZLITT*



Lou Kimzey is dead.

That statement is something like saying, "They stopped making Harleys."

OK, maybe that is a bit of an exaggeration, but it's close to the truth. With Lou Kimzey's death, a very special model is gone forever, a unique, custom one-off that we will never see again. And whether the non-motorcycle world knows it or not, a real collector's item just became unavailable. Lou was an eccentric genius whose impact on the lives of those who knew him—to say nothing of American pop culture—can hardly be overestimated.

In 1971, Lou Kimzey and his partners, Joe Teresi and Mil Blair, made history when they launched *Easyriders*, arguably the most extraordinary periodical in the history of magazine publishing. Back in the '50s, as editor of *Cavalier* magazine, Lou gave *Playboy* a run for its money. And in the '60s, he created and/or published such landmark specialty periodicals as *Drag Racing* and *Paper Bag*. But nothing could have prepared an unsuspecting public for *Easyriders*. From the very first issue, it was an instant phenomenon.

Lou was editor of *Easyriders* from 1971-1986—for the past 11 years he was fighting complications from diabetes with the same determination as he lived life.

What really made the magazine special was Lou's inspired direction: off-of-the-wall features and high-quality photographs were merely the tip of the iceberg. Lou gave the magazine a stance, an attitude, and a "feel" like none before or since.

What other magazine would give its workers raisin pie (a staple of jail cuisine) if they did something well, and dismiss any mistakes (like flopping a photo so a Harley seemed to have the pipes on the left) as a result of too much partying?

Today, 26 years after the first issue, *Easyriders* is still going strong. This brief testimonial cannot begin to do justice to Lou, to his impact on the American lifestyle, nor to his influence on those who knew and loved him. He was generous to a fault, a partyin' fool always ready for fun and, quite simply, truly larger than life.

So long, Lou—you were one of a kind. —*The Crew*

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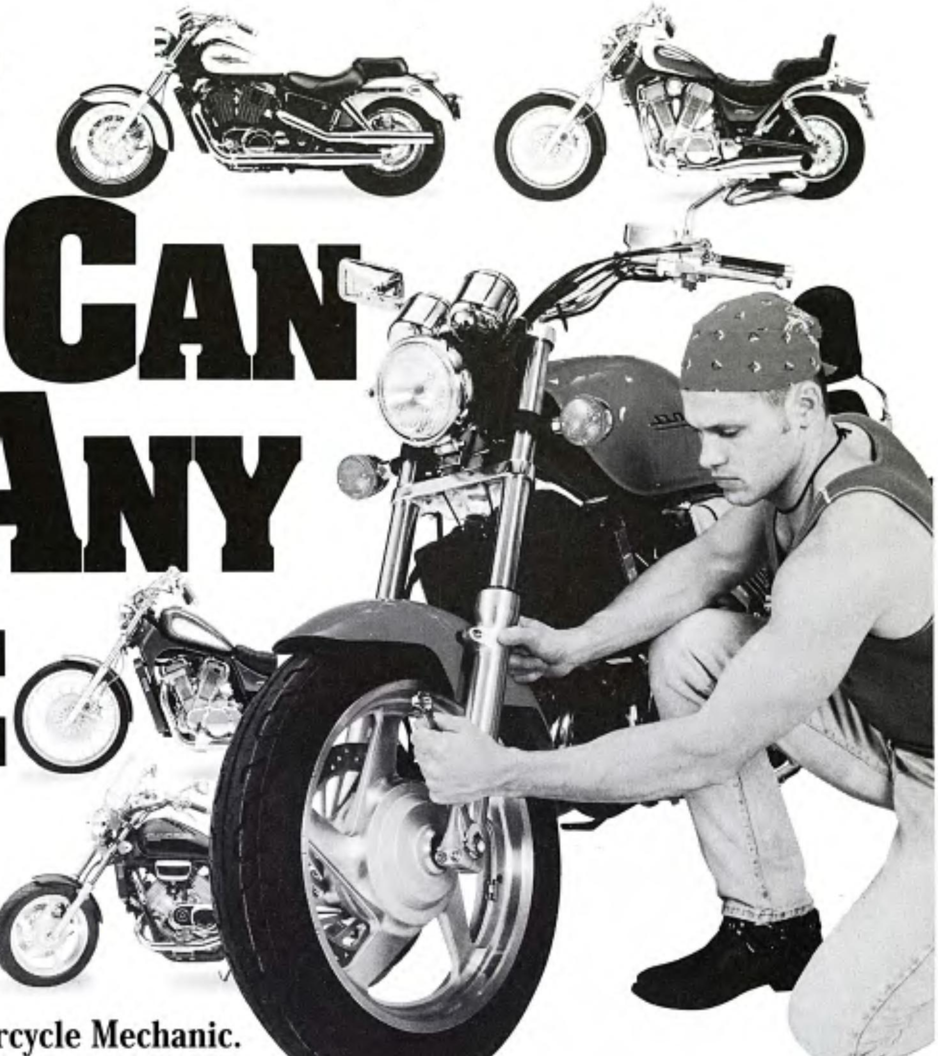

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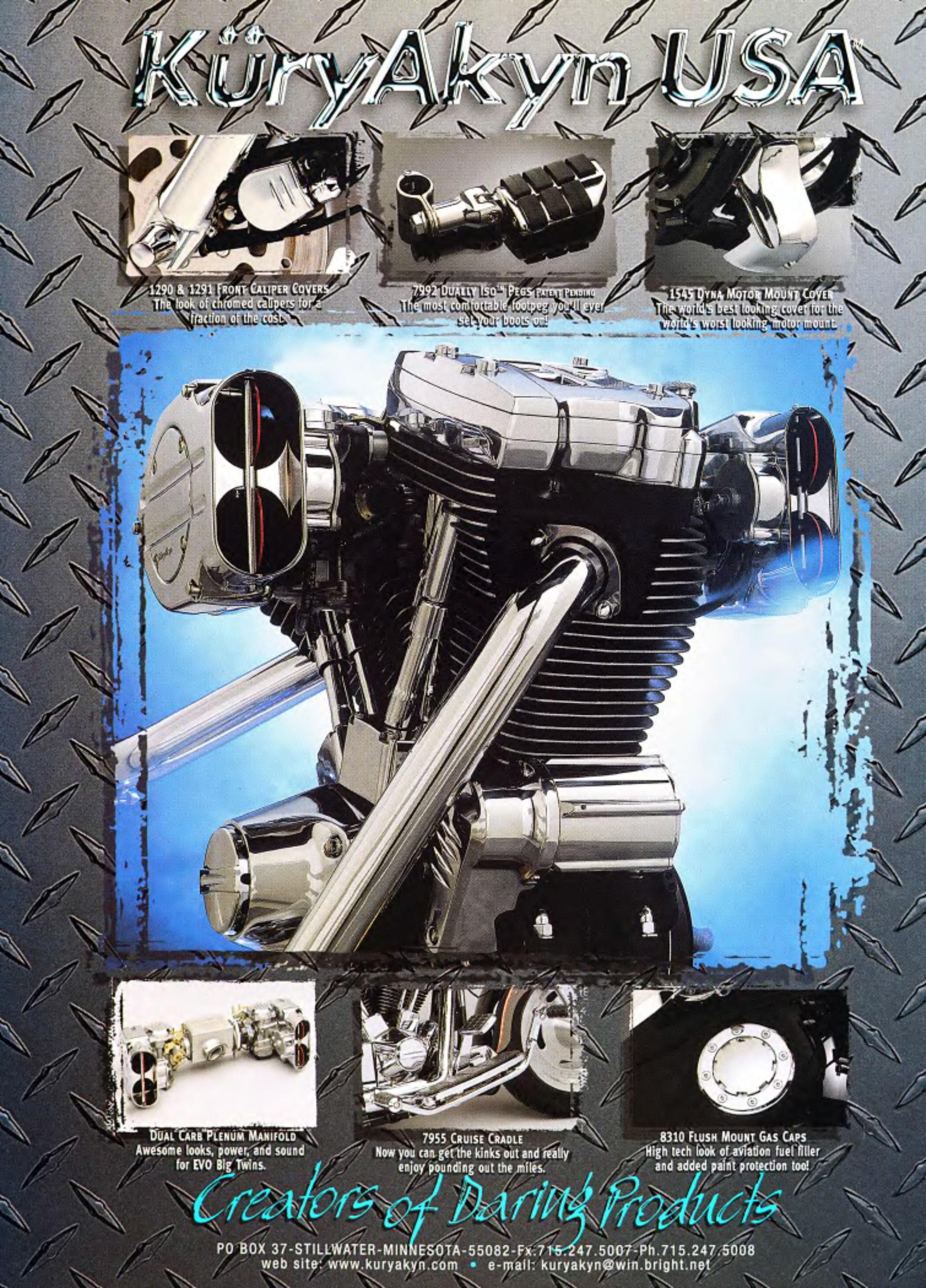

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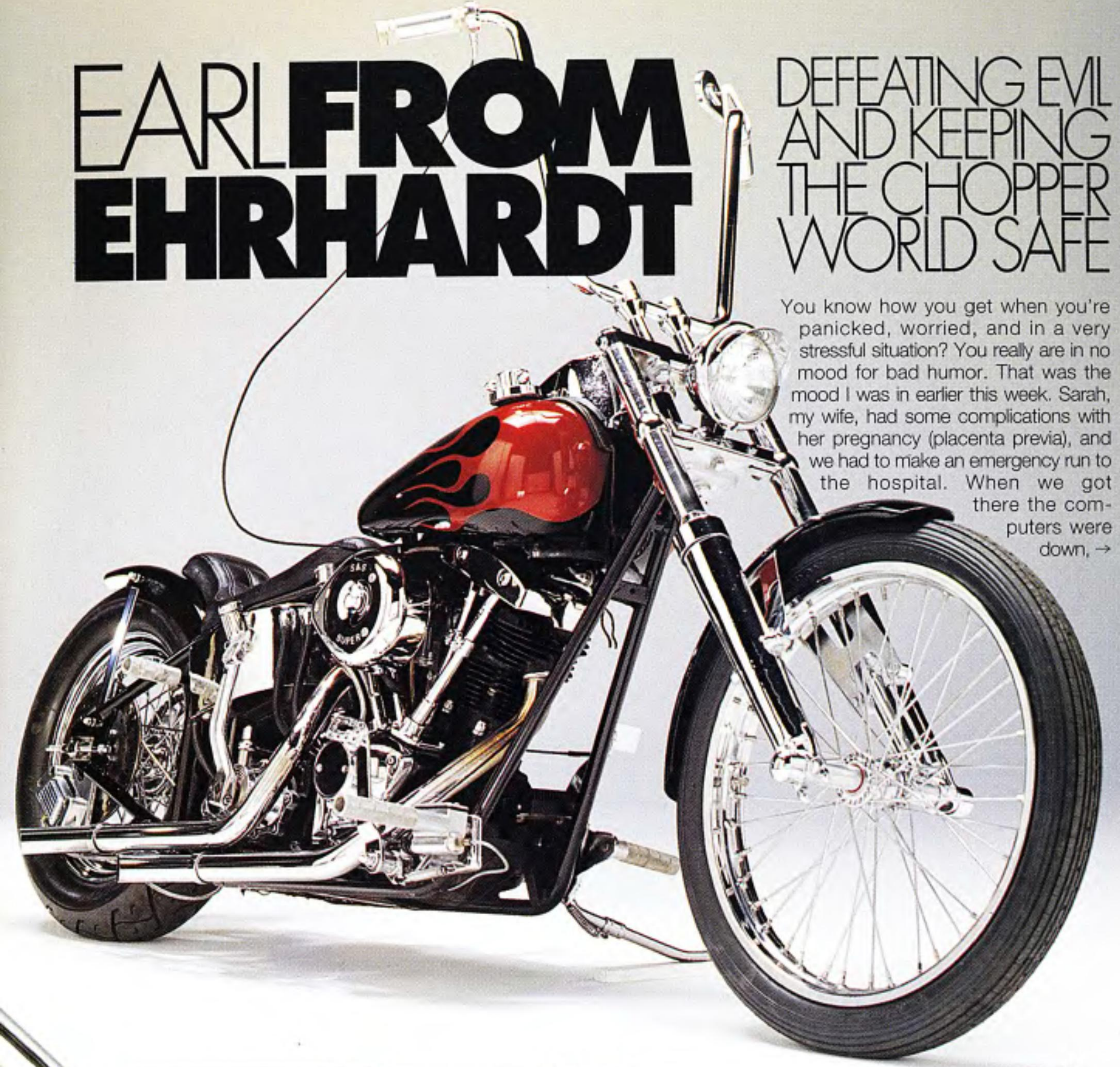
EARL FROM EHRHARDT

DEFEATING EVIL AND KEEPING THE CHOPPER WORLD SAFE



You know how you get when you're panicked, worried, and in a very stressful situation? You really are in no mood for bad humor. That was the mood I was in earlier this week. Sarah, my wife, had some complications with her pregnancy (placenta previa), and we had to make an emergency run to the hospital. When we got there the computers were down, →

they didn't have my insurance records on hand, and we had to refill out all the forms. Then, after the ultrasound, the doctor (who was not our doctor—hell, he could have been the janitor for all we knew) was explaining what the problem was. He kept making smart remarks about our upcoming sex life, or, rather, the lack thereof. I thought seriously about jacking his jaw, but held my temper. It wasn't entirely his fault. I was also pissed off because I found out my favorite writer (and editor) David Freiburger of *4 Wheel and Off Road* magazine had been demoted to *Car Craft* magazine.

It was a bullshit move, too. I think he had pissed off too many advertisers, who didn't agree with his editorial direction. Too fucking bad, I say. That goes against every fucking rule of journalism. Advertiser's dollars cannot affect editorial direction. It would be as if the president rented out the Lincoln bedroom or sold grave sights in Arlington cemetery to war protesters or rides on Air Force One for campaign financing. Or even worse, if Rosie O'Donnell were asked to rearrange her talk show set so the camera didn't focus on the right side of Barbra Streisand's face when she was on. (Must be like Julio Iglesias' left ear.)

Earl Gill, the owner of this bad mammerjammer Shovel, asked me if I was sure we wanted his bike for a feature. He said, "There ain't much store-bought stuff there ... a lot of swap meet and hand-fabricated stuff. I built it myself, ya know. I don't want to piss off your advertisers. It's a 1983 by the way."

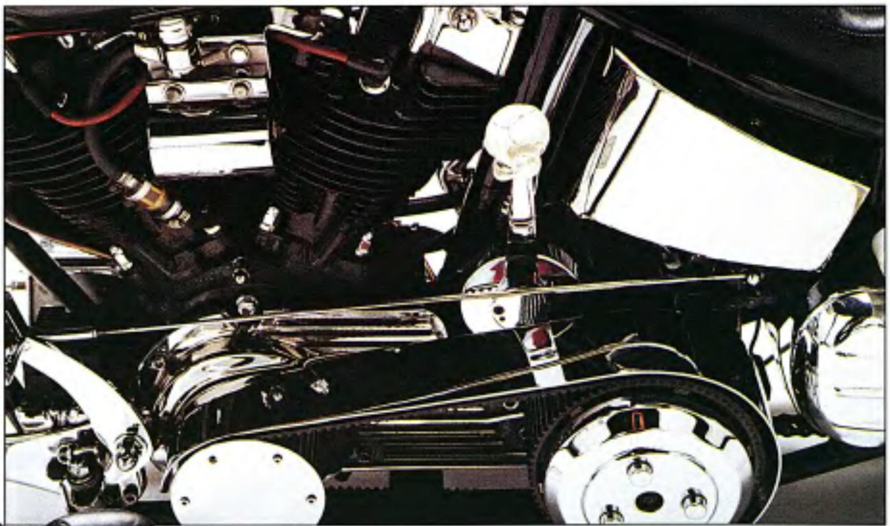
I said (and you can quote me), "Hell, yes, we're going to feature your bike; we respect the hell out of our advertisers, man. I mean, they're our bread and butter, but they know we care only about a great bike and a well-thought-out design, not who built it or what brand name is on the parts. They advertise with us because of this, not in spite of it. Shit, they're proud to say they advertise in *Easyriders*."

Earl is a welder, carpenter, bike builder, and a professional survivalist, not to mention a Jack of all trades. He started riding when he was about 8 years old, and has been riding choppers since he was 12. He built his first scoot when he was 15 and rode it down the high school hallways, almost getting expelled. "I had been tuning the carb before school and listening to the Ramones. I just snapped." Yeah. Nowadays, the kids use AK-47s and take out their lesbian gym teachers.

Earl picked up the Wide Glide from a buddy who was going through a divorce. The guy had dismantled the bike and was hiding it everywhere so his soon-to-be ex couldn't take it. After using the engine and tranny as a foot stool for six months, Earl gave the guy some money and kept most of it. The ex-wife had found the frame, but it didn't matter because Earl is a rigid dude. He said, "If you're not riding a rigid your name must be Howard." OK. Earl said he had a rigid frame in his stash that he had picked up for his ol' lady, but she wanted a swingarm instead. Hey, all the better for Earl. (Hey, Earl, didya get her a bowling ball with your initials on it, too?)

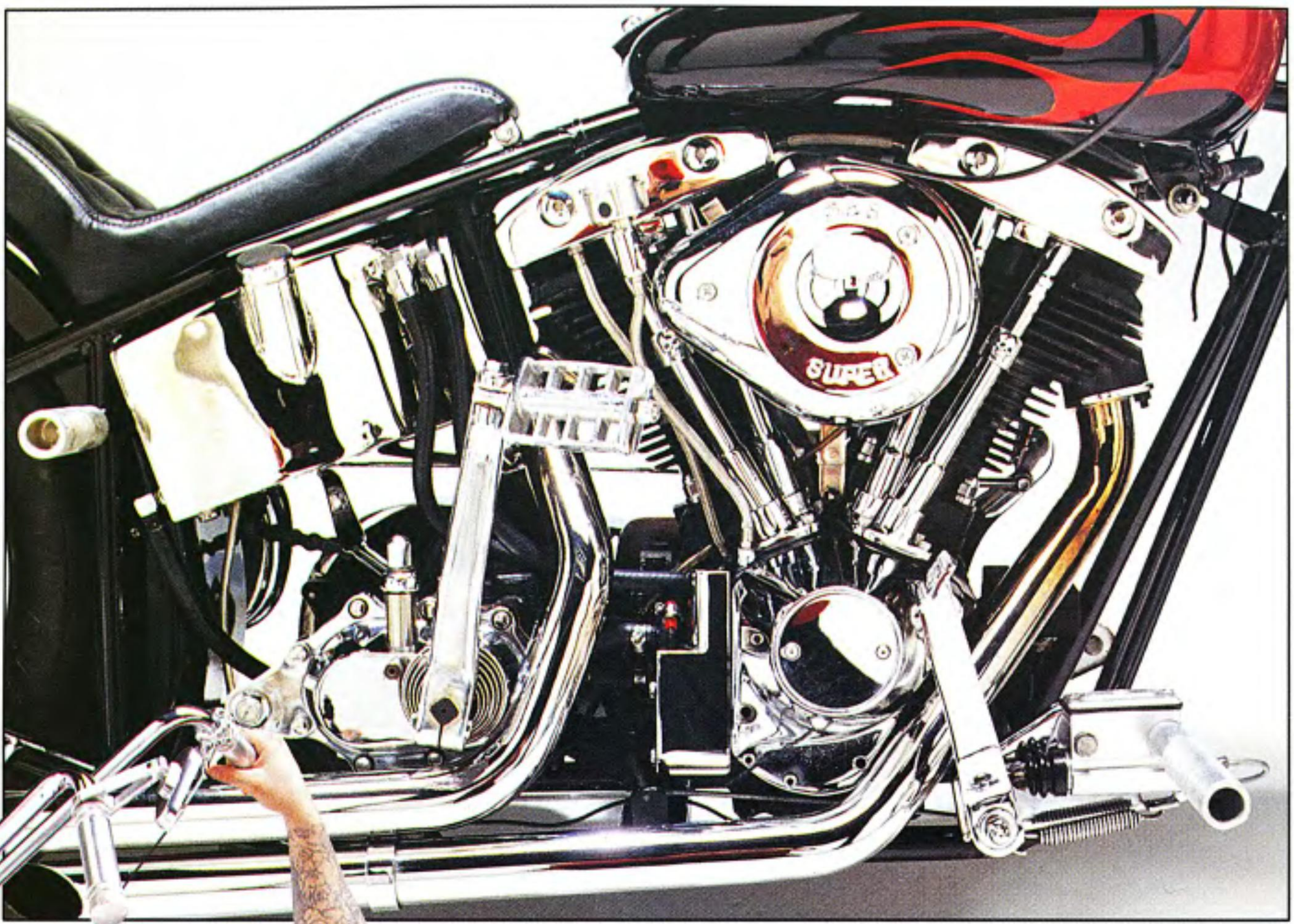
Of course, what chopper would be complete without an open belt, apehangers, and a suicide shift. Hey, real men shift with their hand, baby. (Look for Bandit's suicide shift conversion on his Jesse James-built/Tim Condor-designed touring chopper soon, featuring the new Hurst forward controls used as a foot clutch!) Earl rebuilt the engine himself using an S&S bottom end, carb, and a Crane cam. His buddy Art Dent at Dog City Flames n' Things blasted the black and red flame job onto the 3 1/2-gallon fatbobs.

Earl is originally from Ehrhardt, South



Carolina, but travels around defeating evil and keeping the chopper world safe from shock absorbers and ne'er-do-gooders. When he travels, he throws everything into the back of an old jacked-up, four-wheel-drive Jeep Cherokee. He said he was bummed when I told him the news about David Freiburger, because, like me, he thought that David gave the magazine some integrity, because he really loved four-wheel drives. He asked me once again if I was sure we were going to feature his bike, and, once again, with compassion, I said, "Fuck yes!"

"Thank gawd for *Easyriders*, man," he replied. Where would a traveling saddle tramp be withoutcha?" —*Flynch*



Owner: Earl "Taz" Gill
City: Ehrhardt, South Carolina

General

Fabrication: owner
Year/make: 1983 Shovel
Model: Wide Glide
Assembly: owner
Chroming: Brown's Plating

Engine

Year/model: 1983 Shovel
Rebuilder: owner
Ignition: ACCEL
Displacement: enough
Lower end: S&S
Pistons: S&S
Cases: stock
Heads: flowed
Cam: Crane
Carb(s): S&S Super
Pipes: loud
Modifications: S&S air cleaner, Crane lifters

Transmission

Year: 1965
Shifting: jockey
Modifications: suicide clutch

Paint

Painter: Art Dent, Dog City
Color/type: black/Art special
Special paint: candy flame by Art

Frame

Builder: Santee
Type: rigid
Modifications: raked and stretched

Accessories

Bars: apes
Fender(s): H-D
Headlight: sometimes
Taillight: Maltese Cross
Speedo: none
Pegs: custom
Electrics: trick
Gas tank: 3 1/2-gallon
Oil tank: wraparound
Seat: Scorpion
Mirrors: teardrop
Grips: trick

Forks

Type: wide glide
Builder: H-D
Modifications: 2 under

Wheels

Front

Type: H-D
Size: 21-inch
Tire: Avon
Brake: none

Rear

Type: H-D
Size: 16-inch
Tire: Avon
Brake: GMA

Photos: Bill Ellis

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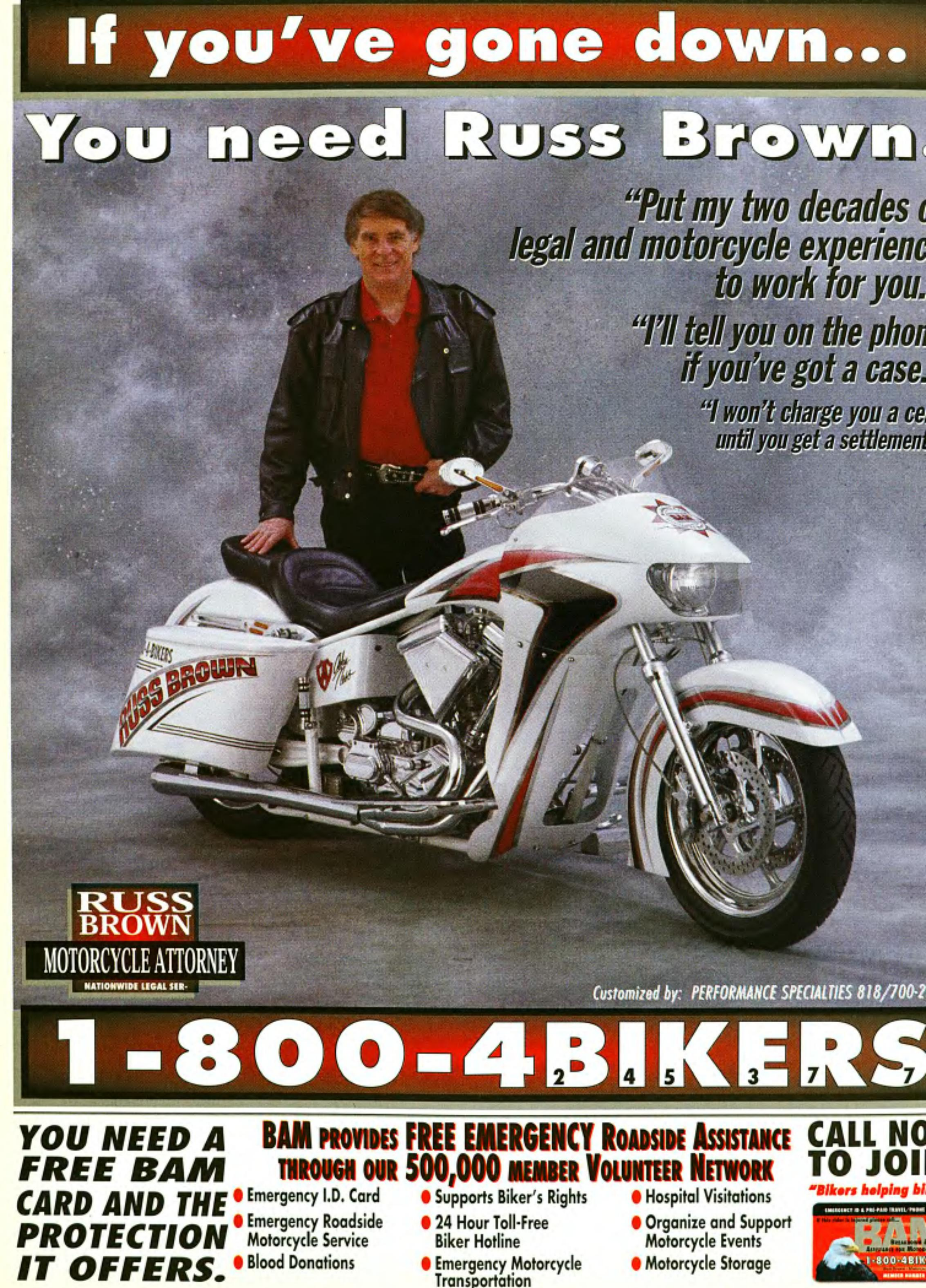
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CONFEDERATION OF CLUBS
WINNING LAWSUITS AND RESPECT

Since the inception of the Confederation of Clubs of Southern California back in 1989, patchholders throughout North America have realized they have mutual goals that can be achieved by combining their manpower and brainpower. In the past eight years, 25 Confederations have formed in 20 states and one Canadian province, and their unifying focus is to fight biker discrimination through the courts and legislature. All Confederations are members of the National Coalition of Motorcyclists (NCOM) and support their state motorcyclists' rights organizations. Three recent victories by the Confederation of Clubs of Washington, Southern California, and Ontario, Canada, demonstrate the effectiveness of bikers banded together.

In late July 1997, the Free Souls MC reached a settlement agreement with the Sheriff's Department of Clark County, Washington, and two of its deputies who allegedly had informed various bar owners within their jurisdiction that they would not respond to 911 emergency calls if the proprietors chose to allow patchholders into their establishments. The owner of Omar's Steakhouse and Lounge in Vancouver agreed to testify, and the Confederation of Clubs of Washington pursued a lawsuit on behalf of the Free Souls MC.

During the second week of trial, in exchange for dismissing the lawsuit, the Sheriff and his deputies agreed to a number of stipulations, including paying $20,000 to the Free Souls MC for legal expenses; not to campaign for other bars and taverns to adopt "No Colors" policies; to develop a written protocol for deputies to use when discussing perceived problems regarding wearing of "club colors" with owners of such establishments; and to basically avoid conflict and confrontation with the Free Souls MC and to cooperate with the club in the resolution of any future concerns.

In early August, the County of Santa Barbara, Calif., and the Santa Barbara County Sheriff's Department agreed to settle a lawsuit brought by the Bravados MC, based upon actions by Sheriff's deputies to refuse club members entry into the Santa Barbara County Fair on April 29, 1995, because they found their club colors, or back patch, to be "gang attire."

A lawsuit was pursued by the Southern California Confederation of Clubs, and the Sheriff's Dept. and county agreed to settle for $10,000 in damages and $15,000 in legal fees. In addition, the Bravados won the right to attend the fair in full club regalia.

> THEY WOULD NOT RESPOND TO 911 EMERGENCY CALLS IF THE PROPRIETORS CHOSE TO ALLOW PATCHHOLDERS INTO THEIR ESTABLISHMENTS

These recent legal victories have favored the right of motorcycle clubs to wear "colors," as guaranteed under the Constitution's First Amendment freedom of speech protections.

Our bros to the north tested their own Canadian Charter of Rights and Freedoms, their "constitution," after they were surprised last October by a "routine police safety check," coincidentally set up just around the corner from a well publicized run held at the Satan's Choice, MC clubhouse in Toronto. The "safety check" was manned by three police units, a mobile drug squad, and a special investigation unit (the "bike" squad).

According to police evidence, a car was ordered to stop at the "safety check" to investigate the working condition of its safety features. Further investigation of the car resulted in two passengers being charged under the Narcotics Control Act. Each of the accused was tried separately; both were represented by Barrister Lorne Farovitch and his research team from Chapnick and Associates, legal counsel for the Ontario Confederation of Clubs and the Toronto affiliates of Aid to Injured Motorcyclists.

In the first case to come before the courts, the case of *R. v. Hook*, the Crown Attorney and the arresting officer, after reviewing the evidence, withdrew all charges against Mr. Hook.

In the second case, *R. v. Patrick*, similar evidence was filed with the court and, on the first day of trial, the arresting officer testified that the purpose of the road block was not to target and investigate bikers, but to address motor vehicle safety concerns. Extensive cross examination by Lorne Farovitch revealed that this was not the case.

On the second day of the hearing, the presiding judge, his Honour Judge Fairgreive of the Ontario Court, Provincial (Criminal) Division, requested submissions from Farovitch regarding the *Brown* case, known as the "Para-Dice Case," a civil action brought by the Para-Dice Riders MC against the Durham Regional police force. The judge in that case ruled that roadblocks were not contrary to the rights and freedoms guaranteed in the Canadian constitution and as a result the Para-Dice Riders were unsuccessful in their claim (the decision is currently under appeal).

But Judge Fairgreive took into →

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consideration the new Canadian "anti-biker" Criminal Code amendments, which were not part of the Code when the *Brown* decision was rendered. In the opinion of the judge, the *Brown* case was incorrectly decided. The use of roadblocks for purposes such as found in the *Patrick* and *Hook* cases were, and continue to be, illegal. His Honour then ruled that all evidence gathered as a result of the illegal roadblock must be excluded, and as a result all charges against Ms. Patrick were dismissed.

Judge Fairgreive's judgments are well respected, and he considers this to be a landmark case. His *Reasons For Judgment* will be prepared for special issue and publication across Canada.

Why is this decision important to all law-abiding bikers? "Because Civil Liberties are something to be guarded and defended," said Ian Watson, one of the founders of the Confederation of Clubs, Ontario. "Just like Americans, Canadians have given their lives to defend their treasured rights and freedoms. Ms. Patrick and Mr. Hook were not members of any illegal group, they were not terrorists, they were Canadian citizens enjoying their right to free travel in a democratic land." [*Ed. note:* Ian Watson will be presented the Fred Hill International Award at the NCOM/ICOM 13th Annual Convention this May in Irving, Texas. Call NCOM at (800) 525-5355 for more information.]

These cases should send a strong message that motorcyclists are tired of lying down and taking it, and through the various Confederations of Clubs are standing up for their legal rights! See you in court.

—Bill Bish, NCOM

HALL OF FAME
LARRY "HOSS" FISHER

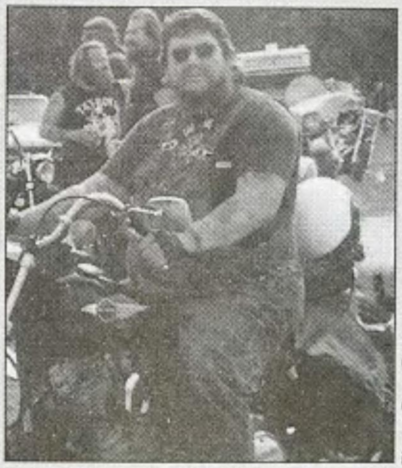

Photo: Dave Breakiron

In 1977, Larry "Hoss" Fisher got tired of getting tickets in Delaware for riding without a helmet and decided it was time to do something about it. The first thing he did was contact Keith R. Ball and Lou Kimzey of *Easyriders*, who had started what was then known as National ABATE. Keith and Lou helped Larry with the details on how to get started. The rest is history.

Larry's been riding longer than he cares to admit. He was out there in the '50s when there were no helmet laws. He knew he could make a difference and rounded up 13 of his close ridin' buddies and incorporated ABATE of Delaware on June 28, 1977. In less than a year they had repealed the mandatory helmet law.

He agreed to only one concession: That all operators and passengers must have a helmet in their possession, which causes a few puzzled looks among MROs. But it's something we can live with. It also helps when you are riding in the next-to-smallest state, and are surrounded by helmet law states. Our bikes look good wearing helmets, thanks to Larry.

Anyone riding through Delaware (and it doesn't take long to ride through it) owes Larry a lot. This man almost lost his job because he spent so much time at the Capitol, fighting for what he believed in. And we all know the strain it can put on your family. Larry still casts quite a shadow at our state Capitol. A few years ago the Delaware State Legislature tried throwing a helmet law at us. During my first visit to the Legislative Council, the lady who runs the show asked, "Is that big gentleman named Larry still involved?"

I answered, "Yes, more than ever."

Larry planted a seed, and the membership of ABATE of Delaware is committed to keeping it alive. This year, ABATE of Delaware celebrates its 20th year since ABATE was incorporated in the "First State," and on July 10, we will celebrate 20 years as a "Freedom of Choice State." It's all because of a guy named Larry Fisher.

—Dave Breakiron Sr.
ABATE of Delaware

SHORT STROKES
COLD SEASON

We had an editorial meeting recently, around an old 1880s cell door with a sheet of glass slapped onto it. The crew sat on fringed solo seats (from Drag Specialties) welded to chopped bar stools, and just about the time Mike from the production department stumbled in to tell us he had cut all mag schedules due to the holidays, and we were all behind, Snake staggered into the room, a half pint of JD sticking out of his waistband. Wheezin' and sneezin', coughin' and hackin' like a malaria victim fresh from the Australian outback, he tried in vain to find an empty seat. I sat back and held my breath. I wasn't in the mood for a cold. Snake's long, sandy-blond hair stood straight out from his rocking head, while he sneezed the vermin of sleepless nights into the tiny room. We stood up in unison, and, as if we'd planned this maneuver for years, we swept him off his feet and sent him sliding on his ass into the wet street. "And don't come back until you're healthy, goddammit," I shouted. Loudmouth threw a bottle of NyQuil at him, and my lovely assistant Nancy ran to his side, tears in her eyes and a hanky in her hand, poised to assist the snivelin' bro. I caught the cold anyway, and so did half the crew. I feel like shit, so let's get to the news: **Danni and Shelly from Hollister,** who put us up during the 50th, have kept us abreast of the city's attitude toward an ongoing event in the agricultural community. "The city of Hollister says the event cost local taxpayers $103,000 for the dozens of extra police they hired for the weekend. They called in everybody except the Royal Canadian Mounted Police and Scotland Yard. They didn't need a third of them." We'll keep you up-to-date on the reactions from Hollister ... **Arthur Bresciani returned from Nam** to become a millionaire, only to discover that the war wouldn't let him go. A medal-winning member of the Rangers, he collected a museum full of Ranger memorabilia, but that wasn't enough. At a recent Butterfield and Butterfield auction in San Francisco, they auctioned off his entire collection. One of the items to go was a 1942 H-D, a war bike he rode to MIA-POW rallies. Bresciani intended the profits to benefit the Mental Health Dept. at the University of Massachusetts Medical School, because it specializes in veteran ills. Yet the auction only raised $300,000. "It sucks," he said. But he's not giving up ... **If you attend biker, beer, and broad events,** you've run across an acerbic troll named Gypsy. He's a miniature maniac who sells everything from earrings to...Well, I won't go into some of the shit he sells. But the bastard has been struck down by a vagrant disease and recently his friends threw a fund-raiser for the cranky bastard. Watch for him at the lowest of low events, and when you see him, stand back 10 paces and say, "Hey, Blue Light Special, hope you're feeling better," then run ... **Since this was written during the forgiving,** gift-giving holidays, the philanthropy continues with a notice about the Dona Ana County Make-A-Wish Foundation Motorcycle & Car Rally, which took place in October in New Mexico. The Make-A-Wish Foundation grants wishes to terminally ill children, at an average cost-per-wish of $4,200. I'm sure bikers from all over New Mexico made this event a success ... **That's it.** I've gotta get over this cold, so I can drink Jack, fire my stroker, head into the brisk winter hills without catching pneumonia, and catch her with or without her boots on. Ride forever. —*Bandit*

VIRGINIA BIKERS
CHARGE INTO '98

The Virginia Coalition of Motorcyclists (VCOM) and ABATE of Virginia are set to provide even more heartburn for the "Let's helmet everybody" crowd.

This will be the first time any organization has challenged the Virginia helmet law. The bill will be introduced by Jackie T. Stump (D) 3rd House District. VCOM will also try to push through a bill to lower tolls for bikes pulling trailers or equipped with sidecars.

Easyriders wishes the Virginia brothers and sisters well and, as always, we'll give them all the help we can. If you'd like to get involved, give VCOM a call at (800) 437-9434.

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MOVIN' IN MARYLAND

On December 9, 1997, the Court of Appeals, the highest Court in the state of Maryland, heard the motorcycle helmet law case which has been renamed *Ferro v. Lewis*, No. 79, September Term 1997. It was renamed. since Anne Ferro has become the new Administrator of the MVA (Motor Vehicle Administration).

The key issue here is that while Maryland law requires that the MVA Administrator "shall publish" a list of protective headgear by name and type, the MVA relies instead upon FMVSS (Federal Motor Vehicle Safety Standard)-218. The Trial Court found that unconstitutional and unenforceable, and we asked the Court of Appeals to affirm that ruling.

To quote the Associated Press, the Assistant Attorney General, "... trying to defend the law, was subjected to tough questioning by several Court of Appeals judges." The questioning focused on the lack of a list, but the first question put to the AG was, "I tried to read FMVSS-218, and I could not understand it." "Do you?" "If you understand it, could you explain it to the Court?" One Judge later asked, "What if you tried to enforce all speed limits by reference to federal law? Would that be OK?"

If we hit a home run, the Court will find that until there is a list, there is no enforceable helmet law *and* that FMVSS-218 is unconstitutionally vague because it can not be read and understood by persons of ordinary intellect. We expect a favorable ruling in 1998.

—Terry and Patti Sue Nolan

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IT'S PAT!
IT'S METAL?

Music soothes the savage beast. Who ever said that wasn't around this garage on what is now being referred to as "Black Friday." Black Friday is the day Bandit had enough of all the loafin' and took matters into his own hands.' Round here, all of us savages have very different tastes in music. That's why it's not unusual to walk into these rat holes and see deadpan faces starin' at computer screens, wearin' headphones with tinny music blarin' out of them. Fridays here are spent catchin' up on sleep and making final plans for the weekend. The more ingenious (?) of us thought that if we wore shades in our rat holes, we could catch some Z's and it would still look like we were bustin' our asses.

Well, that's the exact position Bandit found me in on Black Friday ... head slumped back, shades on, droolin'... Seems over the last couple of hours, he'd seen the same image on my screen and had noticed the tunes in my earphones had stopped. That's when he slipped a new CD into my player. I remember waking up thinkin' I musta passed out in a really bad Vegas lounge. Whatdafuck! This sounds like Metallica's *Enter Sandman.* Holy shit! That's friggin' Pat Boone singin'!

I had to get to the bottom of this. I checked out the CD, and couldn't believe it. He covers everything from Led Zeppelin and Alice Cooper, to Guns N' Roses and Deep Purple. And, he does it as only Pat Boone can! Banned from the Trinity Broadcasting Network because he allegedly sold his soul to Satan, Boone hasn't said or done much promotion for this release. I had to listen to the whole thing, seein' as how Bandit Krazy Glued my headset to my melon. It's like a train wreck, ya know? I mean ya don't wanna listen, but ya just gotta. In case yer wonderin'—yeah, that is his ride shown here. Since he didn't want to talk to me about any of it, I had to show this photo. The liner notes contain some of the funniest stuff I've ever read. What about the CD? Let's just say that if yer lookin' for a good laugh, or the dog needs a new Frisbee... —*Oil Can*

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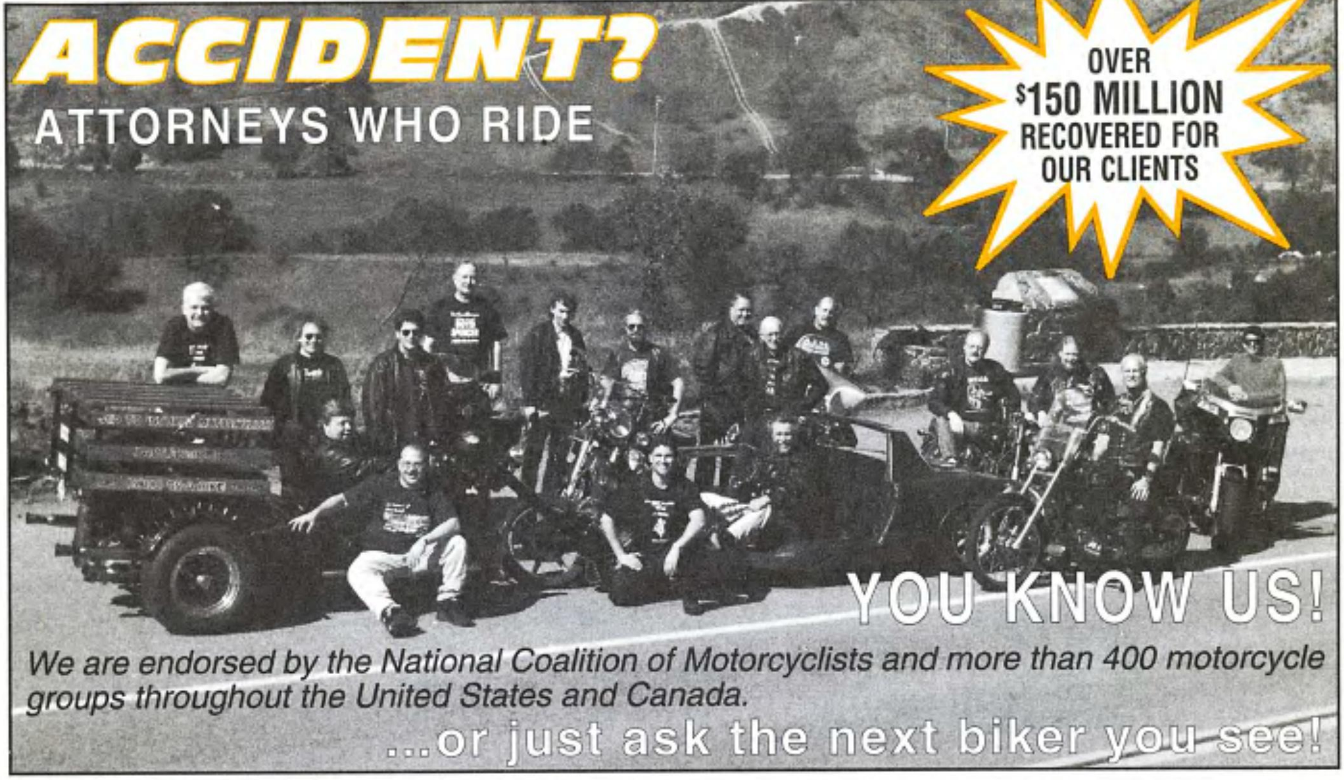

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The Excelsior-Henderson "eXperience" at the Peabody Auditorium (open 9 a.m. to 6 p.m., Monday-Saturday) will feature an extensive display of historical items tracing the rich heritage of Excelsior-Henderson motorcycles, including record-setting efforts, racing legends, and early innovative designs. Excelsior-Henderson apparel and collectibles will also be available.

Be sure to check out Excelsior-Henderson, the motorcycle of the future ... and the past ... at Daytona Bike Week '98. For more information about Excelsior-Henderson or the Super X prototype, contact Excelsior-Henderson Motorcycle Manufacturing Company, 805 Hanlon Dr., Belle Plaine, MN 56011, (612) 873-7000; fax: (612) 873-7030.

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Place: L.A. Airport Marriott
Info: (610) 433-7261

IAM Pow Wow/Bike Run
Date: March 22-23
Place: Matilija Springs, Ojai
Info: Ma-I-Wo (805) 983-0997

San Diego Helmet Law Protest Ride
Date: April 11
Place: Fiesta Island, 10 a.m.
Info: Red Barron (619) 273-4633

COLORADO
ABATE of Colorado
Info: (303) 659-6374

CONNECTICUT
Connecticut Motorcycle Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: P.O. Box 10923, Wilmington, DE 19850

FLORIDA
ABATE of Florida
Info: (407) 668-5006

Daytona Bike Week
Date: March 2-8
Place: Daytona
Info: (904) 255-0981
www.1idea.com/daytona-beachtourism/events.html

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

Cherry Blossom Days
Date: March 20-29
Info: Sally (912) 751-7429; Precell (912) 788-6287

ADBA All Harley Drags
Date: April 17-19
Place: Reynolds
Info: (404) 294-8900

Southern Swing
Date: April 25
Place: Reynolds
Info: (615) 789-3202

HAWAII
Street Bikers United
Info: (808) 521-2487

IDAHO
Idaho Coalition for Motorcycle Safety
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (800) 872-2283

Swap Meet & Bike Show
Date: March 7
Place: Gateway Conv. Center, Collinsville
Info: (618) 224-9180

Marble Run Opens
Date: April 1-October 3
Info: (800) 87-ABATE, (618) 224-9180

Top Gun Competition & Ride-In Bike Show
Date: April 26
Place: Ted's Motorcycle World, Alton
Info: (800) 87-ABATE, (618) 224-9180

INDIANA
ABATE of Indiana
Info: (317) 442-8040

Swap Meet
Date: April 26
Place: National Guard Armory, Lafayette
Info: (317) 422-8040

IOWA
ABATE of Iowa
Info: (515) 858-5001

M/C Parts Extravaganza
Date: March 8
Place: Hawkeye Downs
Info: (319) 462-6011

KANSAS
ABATE of Kansas
Info: (913) 597-5140

Swap Meet
Date: March 8
Place: Wyandotte County Fairgrounds, Kansas City

Capital City M/C Show
Date: March 20-22
Place: Expocentre, Topeka
Info: Mike or Pat (785) 232-8847

KENTUCKY
Kentucky Motorcyclists Association
Info: (800) 68-CYCLE

KMA/KBA Easter Basket Run
Date: April 4
Place: Louisville district
Info: (502) 363-NEWS

KMA/KBA Poker Run
Date: April 26
Place: Central district
Info: (606) 873-8004

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

MAINE
United Bikers of Maine
Info: (207) 947-1470

Down East Tattoo Show
Date: April 3-5
Place: Bangor Elks Club
Info: (207) 989-6017

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

MASSACHUSETTS
MMA: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (313) 421-4367

Giant M/C Swap Meet
Date: March 29
Place: Civic Center, Saginaw
Info: (616) 941-0815

Giant M/C Swap Meet
Date: April 5
Place: Grand Center, Grand Rapids
Info: (616) 941-0815

Giant M/C Swap Meet
Date: April 5
Place: State Fairgrounds, Detroit
Info: (616) 941-0815

Giant M/C Swap Meet
Date: April 26
Place: IMA Arena, Flint
Info: (616) 941-0815

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle Riders Association
Info: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of Concerned Motorcyclists
Info: (702) 870-6121

Laughlin River Run
Date: April 18-20
Place: Laughlin
Info: (909) 340-0096

NEW HAMPSHIRE
N.H. Motorcyclists Rights Association
Info: (603) 627-3528

NEW JERSEY
ABATE of New Jersey
Info: (908) 549-1990

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

NEW YORK
ABATE of New York
Info: (607) 387-3433

NORTH CAROLINA
Concerned Bikers Association
Info: (800) 479-3087

Spring Bike Show/Swap
Date: March 15
Place: Dixie Classic Fairgrounds, Winston-Salem
Info: (336) 643-1367

Owen Foundation Spring Dust-Off
Date: April 25
Place: Black Mountain
Info: (704) 669-9574

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

Freedom Riders Motorcycle Classic
Date: April 4-5
Place: Hotel Bismarck
Info: (701) 223-5609

Red River Valley Bike Show
Date: April 25-26
Place: Bismarck
Info: (701) 223-5609

OHIO
ABATE of Ohio
Info: (800) 252-4537

OKLAHOMA
ABATE of Oklahoma
Info: (405) 439-8001

OREGON
ABATE of Oregon
Info: (503) 285-4329

PENNSYLVANIA
ABATE of Pennsylvania
(717) 234-3777

M/C Parts Extravaganza
Date: March 15
Place: Farm Show Complex, Harrisburg
Info: (319) 462-6011

M/C Swap Meet
Date: April 4
Place: Auto Auction Building, Perryopolis
Info: (412) 379-4816

Forged In Ink
Date: April 3-5
Place: Sheraton Valley Forge Convention Center
Info: (717) 823-9332

RHODE ISLAND
R.I. Motorcyclists Assn.
(401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (888) SC ABATE

Easter Lobby Daze
Date: April 1
Place: SC statehouse
House meets at 2 p.m.; Senate at 11 a.m.

Trinity MC 25th Anniversary Party
Date: April 25
Place: Camden
Info: (803) 432-1777

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

Bike Show & Swap Meet
Date: March 28-29
Place: Sioux Falls
Info: (605) 335-2236

Black Hills Bike Show
Date: April 11-12
Place: Rushmore Plaza Civic Center, Rapid City
Info: (605) 342-9362

TENNESSEE
CMT/ABATE
Info: (615) 883-5024 or (916) 669-3745

TEXAS
ABATE Confederation
Info: (409) 849-0258

TMRA II
Info: (800) 222-0913

Texas Spring Round-Up
Date: March 28-29
Place: Hallsville
Info: (615) 789-3202

Spring M/C Expo
Date: March 29
Place: Arlington Convention Center
Info: (972) 216-5520

Easter Run For Texas to benefit Scottish Rite Hospital for Children
Date: April 5
Place: *Easyriders* of Dallas
Info: (214) 357-0707

UTAH
ABATE of Utah
Info: (801) 627-1117

VERMONT
Freedom Of The Road Riders
Info: (802) 223-1556

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

Spring Thaw Poker Run
Date: April 27
Place: Shenandoah H-D
Info: (540) 942-1340

WASHINGTON
ABATE of Washington
Info: (206) 643-9675

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA
ABATE Of West Virginia
Info: P.O. Box 5110, Charleston, WV 25361

WISCONSIN
ABATE of Wisconsin
Info: (800) 386-4442

Heartland STEAM Regional Conference
Date: April 3-4
Place: Arrowhead Lodge, Black River Falls

WYOMING
ABATE of Wyoming
Info: (307) 266-6522

EUROPE
Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047; fax: 011 32 2 736 9401; e-mail: Simon Milward FEM @ compuserve.com

Tattoo Convention
Date: April 4-5
Place: Paderborn Convention Center, Paderborn, Germany
Info: 05251-26964

RACING EVENTS
For complete listings grab *Quick Throttle*—on newsstands now.
AMRA: (708) 250-0838
ECRA: (609) 652-1159
AHDRA: (919) 229-4877
AMA: (614) 891-2427

To have events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214.

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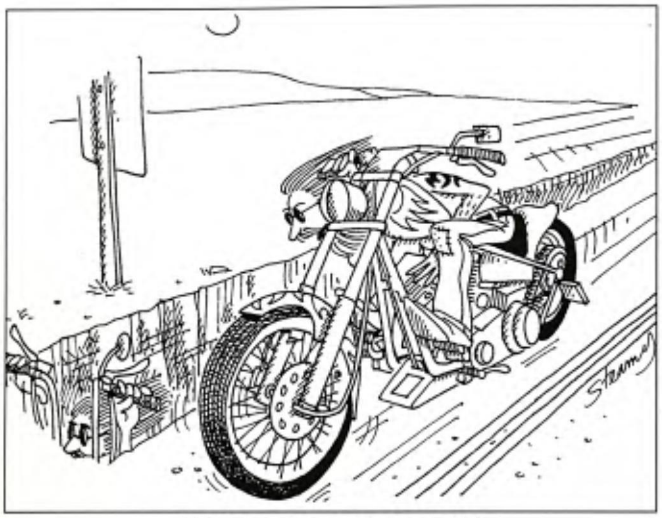
PASSING GAS



"Been down that road before, huh?"

"I like to do it doggie-style, but then again, I'm biased."

The brain called all of the biker's body organs together for their annual meeting. After a rigorous systems check was completed, the session was opened for comments.

"I'd like to retire," pleaded the heart. "This pig eats too much greasy fried stuff, and it's clogging up my arteries like a sonuvabitch."

"I'll consider your request," the brain said. "Who's next? Please stand up."

"I am," the liver said. "This bum has been drinking booze for nearly 40 years, and I can't take it anymore. So *I* would like to retire instead."

"I'll think about it," replied the brain. "Anyone else?" A squeaky little voice spoke from the back. "Who's that?" the brain asked. "Stand up."

"Lissen," the little voice said, "if I could stand up, I wouldn't be retiring."

Risky
Taking Chances

What do Turtle Wax and a female skull have in common?

Both work well as a helmet polisher.

Big Paul
Fun Town

Whaddaya call an Irish hooker who's great in bed?

Tramp O'Leen.

El Vee
El Lay

Two bikers in a former communist country were idling at a street corner when an expensive foreign sedan pulled up next to them. "Do you speak English?" the driver asked through the window. The bikers just stared.

"*Parlez-vous français?*" tried the driver. The bikers kept staring stonefaced at him.

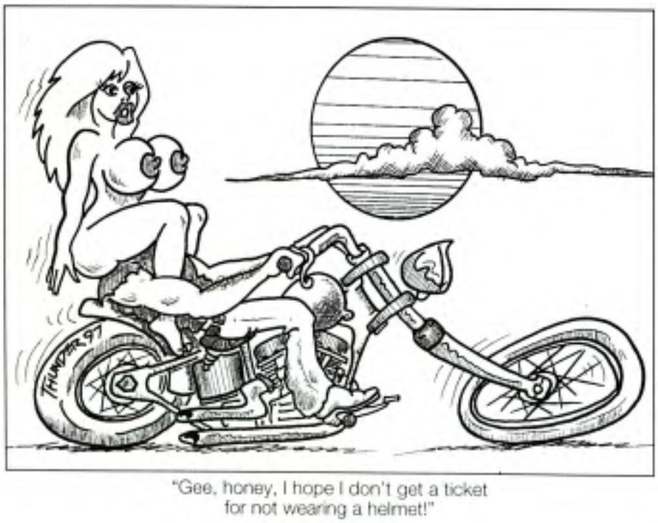
"*Sprechen sie deutsch?*" The bikers stared some more.

"*¿Hablan ustedes español?*" the driver asked, again with no response at all from the bikers.

Finally, the cager gave up, threw it into gear, and drove off in disgust. Watching the sedan disappear down the road, one of the bikers turned to the other and remarked, "Hey, don't you think we should try to learn a foreign language, bro?"

"Whatdafuck for?" replied the other. "That guy knew four of them, and a fat lot of good it did him."

Haystack
Stratford, Conn.



"Gee, honey, I hope I don't get a ticket for not wearing a helmet!"

"Sorry, Edward—you do bring home the bacon, but Doug here brings home the kielbasa!"

What's the difference between a comedian and a gynecologist?

A comedian sees both men and women crack up.

Saddlebags
Blazin' Away

How is a scooter tramp with five super-fine girlfriends like a Harley parked in shrubs?

You could call either one a bush hog.

Doris Lavoris
Redding, Calif.

The Five Worst Things To Hear At The Tattoo Parlor:

1. "Eagle? I thought you said *beagle!*"

2. "There are two o's in Bob, right?"

3. "That call was for you. Hope you meet someone else named Tahiti Sweetie."

4. "Damn, I hate it when I get the hiccups!"

5. "The flag's all done—and, you know, the folds of fat make for a nice waving effect."

Handkerchief Hank
Portsmouth, N.H.

Humpy was telling his bro Skeeter, "Last night, my ol' lady decided to try peanut butter as a lube before we screwed."

"Yeah?" said Skeeter. "So how was it?"

"Terrible," answered Humpy. "My dick stuck to the roof of her pussy."

Cheryl
Waterbury, Conn.

Which is easier to fillet, a fish or a fly?

The fly, 'cause all you have to do is unzip it and flop the bone out.

Ice Elsten
Mich. City, Ind.

To prove who was the best at apprehending criminals, the CIA, the FBI, and the LAPD agree to a competition: they chase a rabbit into a forest, and each of them has to try and catch it.

The CIA goes in first. They place animal informants throughout the forest. They question all plant and mineral witnesses. After three months of extensive investigations, the CIA concludes that the rabbit does not exist.

Next the FBI goes in. After two weeks of no leads, they burn the forest to the ground, killing everything in it, including the rabbit, and they make no apologies—hey, the rabbit had it coming!

Finally the LAPD goes in. They come out after only two hours with a badly beaten bear, who's yelling, "Okay! I'm a rabbit! I'm a rabbit!"

Rooster's Ol' Lady
Ventura, Calif.

Advice on how you can improve Ninja motorcycles: Put more fire into them . . . or vice versa.

DeeCee
The Capitol

A stranger rode into town and shuffled into the saloon. Everyone in the joint was gawking at him, and the bartender noticed that this stranger was wearing a paper cowboy hat, a paper shirt, paper pants, and even a pair of paper boots. Suddenly the sheriff stormed in, guns drawn, and slapped the cuffs on the dude.

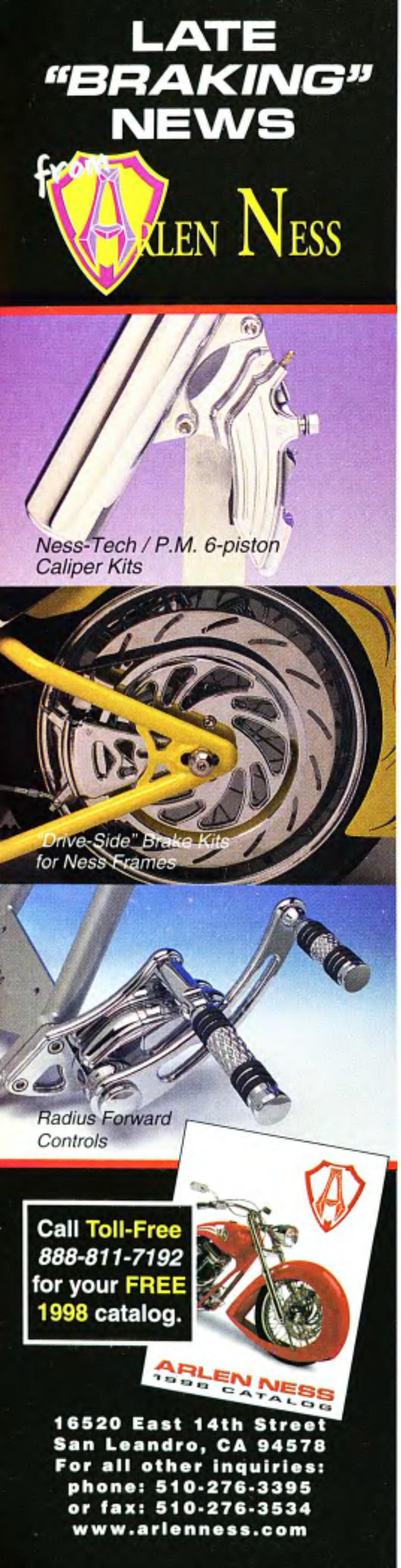
The stranger was arrested for rustling.

Anything
Washington

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

"I don't trust you, Rudy. The last time you told me to 'close my eyes and relax,' you took off on your bike."

" ... an 'areola reduction'?"



TALKING TECH

NO SEAT?

Last summer I picked up a Chopper Guy's Softail frame from a buddy of mine after he changed his mind and bought one of their FXR frames. At any rate, I have a good amount of progress under way, but I'm completely confused as to what my options are for the seat. I know I can make my own pan out of plastic, but I'm a gearhead, not a fabricator.

Chris Weller
Novato, California

Easy. Go to your local Drag Specialties dealer and take a gander at the new catalog. They have custom molded ABS seat pans for CG (p/n DS-490348) and OEM (DS-490295A) frames.

ADVANCE NOTICE

In the August '97 issue, the letter from John Vigil of Raton, N.M., brought back some not-so-good memories of a totally wasted run we made to West Virginia. I let up on the gas, and there was a backfire with 4-foot flames shooting out of my pipes. I geared down to third ... nothing. Second ... nothing, etc. I tried everything you suggested to John, plus pulling the spark advance, and checked "everything" but still no life. Some bros suggested checking the split pins in the spark advance, which I did when I got home. I took my old advance apart, and, sure enough, the pin was sheared. The springs were good, so visually I was OK.

I replaced the pin and dropped it in my pouch as a spare. A week later, on a run to Myrtle Beach, a brother's bike did something similar. We put the repaired advance in, and it was still running a year later when he traded it in. This might not help John, but maybe someone can benefit and save some headaches and good weekends.

Leg
Gastonia, North Carolina

Thanks so much for the info, Leg. A huge slice of raisin pie for ya on that one.

BOXING THE BATTERY

I have a question referring back to an alarm system installation in the December 1996 *Easyriders*. In that article, on the top of page 196, is a photo showing the battery in the frame of the bike. It appears to be a top-post style battery that fits below the seat. If possible, could you please let me know what type of battery that was?

I'm trying to alleviate the side-post FXE battery in a wraparound Custom Chrome oil tank. As I said, the battery you had in that bike appeared to be top-post and low-profile. I hope that was the case. If not, do you know if there is a source for battery dimensions and power capacity? Where can I measure the opening in the oil tank and scan for a battery that fits the dimensions? I have been and will continue to be working on my 1971 FXE.

Fred R. Williamson III
Old Greenwich, Connecticut

There are plenty of places to check into for a new-style battery, Fred, so you're in luck. A bro of mine had great luck at his local Interstate dealer. The cell I have in my rigid is a Big Boar battery with 300 cold cranking amps. It measures 7x3.5x6 inches and has the top posts you're looking for. Also, Custom Chrome's p/n 18-951 battery measures 5 3/8x3x3 1/4 inches and may be easier to fit in your tank than the Big Boar. It has top posts also.

RELAY RACE

I thought I'd send you this little tech tip I thought of after repeatedly forgetting to turn the ignition one more click (for the lights) on my own sled after starting. Having cars just miss me because I needed all the juice available to crank over my 104-inch 4-valve-headed beast became a problem. Then I thought of the starter relay and the 87A terminal on it. This terminal supplies power to the radio on dressers, cutting off the power while the engine is cranking to avoid surges and spikes. So I used this terminal to supply power to the only other major electrical component robbing power from my overworked starter, the headlight. Turn the key, hit the starter button, headlight goes out, bike starts, headlight automatically comes back on. Simple as that.

Darren Webb
Granite City, Illinois

Damn good tip for all the strokers and big bores out there. There's nothing worse than not being able to start, especially when you're staring down a car in your rearview. Thanks, Darren. ⊙

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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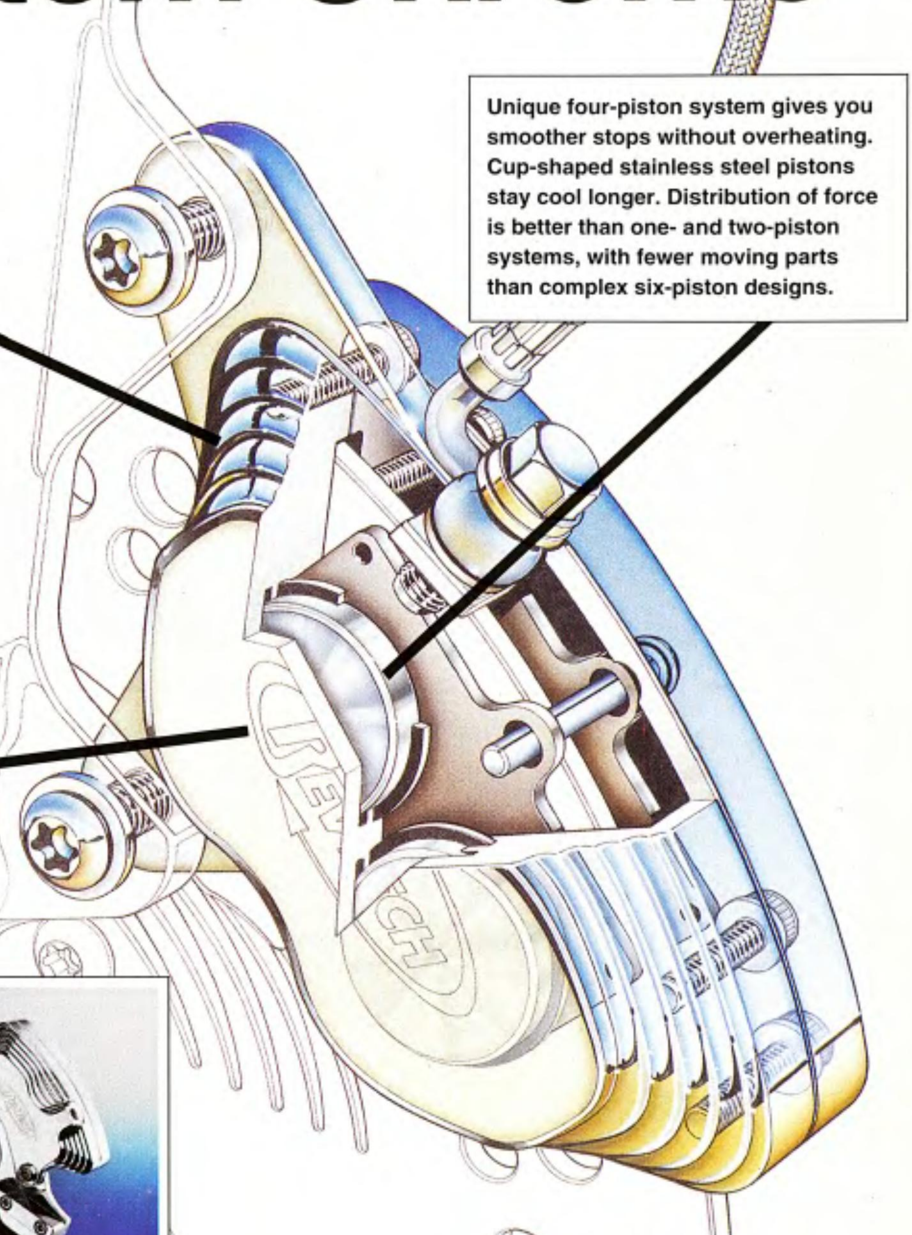
Unique four-piston system gives you smoother stops without overheating. Cup-shaped stainless steel pistons stay cool longer. Distribution of force is better than one- and two-piston systems, with fewer moving parts than complex six-piston designs.



Longer brake life thanks to locating springs that keep the pads perfectly centered for instant response. The high-friction pads wear evenly, without the racking and binding that can damage your braking system.

Technically the best

For every V-Twin rider who looks for flawless appearance and added safety in an aftermarket disc brake system, RevTech offers the best. Front, rear, single and dual caliper kits are available from your Custom Chrome dealer. Choose polished aluminum or chrome finish. These kits have everything you need including brackets, hardware, instructions and brake fluid.
For your nearest dealer call toll-free: 800-729-3332.

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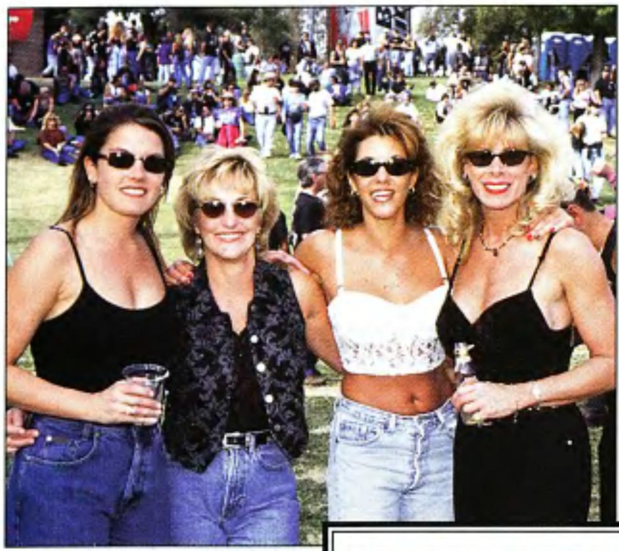
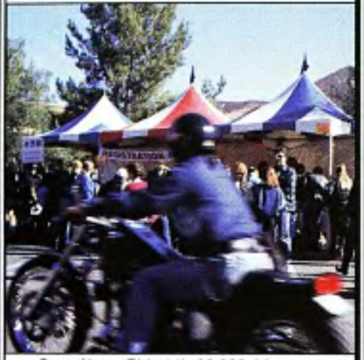


Love Ride participants partyin' at the Lake.

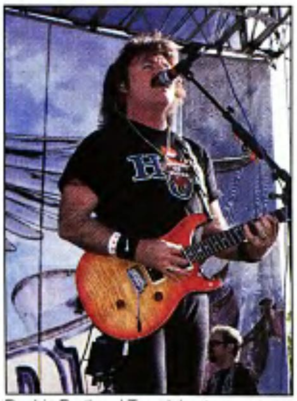
On the way to Lake Castaic.



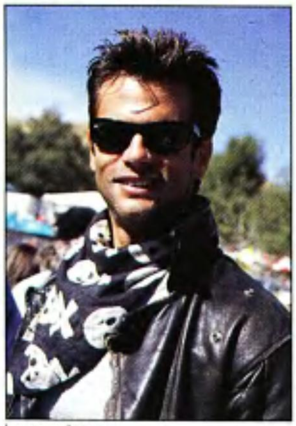
One of Love Ride 14's 23,000 riders.

LOVE RIDE

And *Easyriders* Pre-Ride Party



Doobie Brothers' Tom Johnston.



Lorenzo Lamas.

A handful of years ago, *Easyriders* decided to throw a little party for our friends the night before the Love Ride. That casual little get-together has exploded into the already legendary, invitation-only *Easyriders* Pre-Love Ride Party, a night where *Easyriders* staff, industry leaders like Arlen Ness and Dave Perewitz, and bike-riding celebrities, including ZZ Top's Billy Gibbons and actor Chad McQueen, rub leather elbows and party down under the stars in the Santa Monica Mountains.

This year's Pre-Love Ride Party was one for the record books, with all the necessary ingredients for a first-rate biker blowout: all-you-could-drink beer, wine, and soft drinks, a chuck wagon-style barbecue with ribs, chicken, and all the fixin's, *Easyriders* models, *Easyriders* cigars, King Cotton and his band crankin' out the rockin' blues, and a mammoth screen TV showing the Holyfield-Moore fight.

Needless to say, everyone had a blast, and even those who were short of sleep or jet-lagged were in luck. During the festivities, the temperature plummeted and it was another bone-chillin' (for Southern California) night in the Santa Monica Mountains, so riding through the canyons after the party was enough to wake up the partiers.

Brilliant California sunshine blessed Love Ride 14 the next morning, but our group—me, Bandit,

What the Love Ride's all about.

Beautiful Bud girls.

and a few other rowdies—elected to pass on the huge crowds gathering at Glendale Harley-Davidson and met for breakfast at Cafe '50s in Van Nuys. And, hell, we knew that Grand Marshal Jay Leno and Peter Fonda would do a good job of leading the 23,000-strong pack up to Castaic Lake without our assistance.

When we rolled into the parking lot at the lake, it was obvious that the event organizers had done their usual first-class job of preparing for the thousands of fast-approaching bikes. Even the Highway Patrol officers were especially cool and laid-back. The only smudge on the staffing consisted of a couple of constipated farts who took it upon themselves to become "parking gestapo," pissing off a bunch of people with their bad attitudes and illogical traffic direction.

But, hey, it was the Love Ride, so we let it go. We locked up the bikes and spent the first hour cruising the dealer booths and sucking down a few cold ones. It was good to see the solid turnout of dealers and vendors supporting this worthy cause. All the big names were in attendance—Ness, Simms, JIMS, Drag Specialties, Performance Machine, Samson, et al. →

King Cotton at the Pre-Love Ride Party.

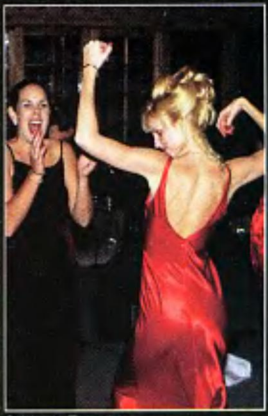
L to R: Susi, *Easyriders* Publisher Joe Teresi, Arlen Ness, and ZZ Top's Billy Gibbons.

Dr. Hamster and Jon Towle.

Strip Bar Stan gets toothy with Nancy T.

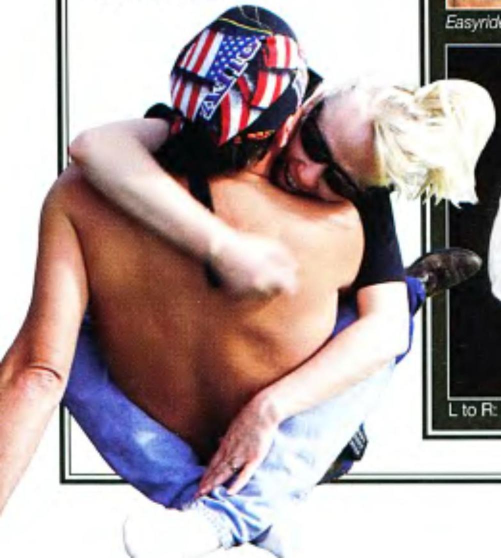
Cigar, anyone?

Easyriders models at the Pre Love Ride Party.



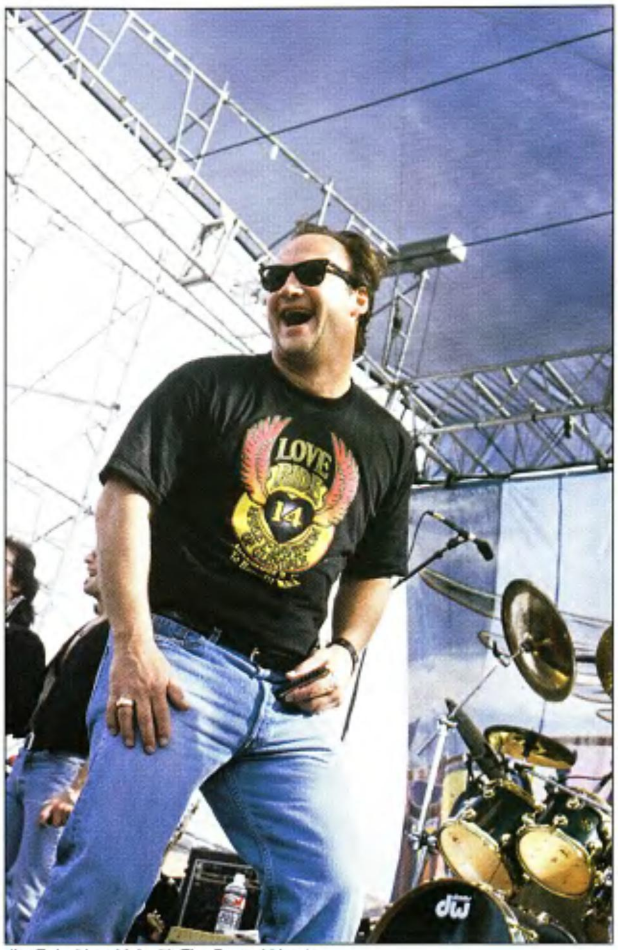
Shake it, Tammy!

L to R: Frogman, Mary, *Easyriders* Editor Bandit, Mary Osborn, *Quick Throttle* Editor Mike "Oz" Osborn.



ove: Getting ready for the tunes at start at Lake Castaic. Below: A sea of steel and chrome.

Jimmy Wood, harpster extraordinaire.

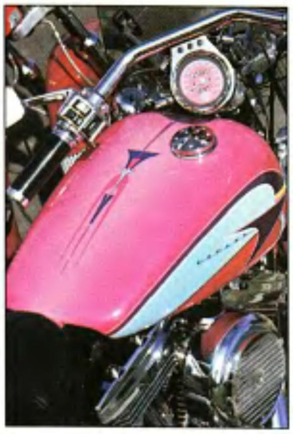


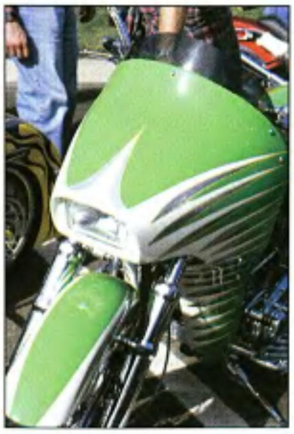
Jim Belushi rockin' with The Sacred Hearts.

When the 50-mile long herd from Glendale began rolling in, Bandit and I slipped backstage to grab some food and check out the groupies. And it was no surprise that we found all the Ugly MC, along with Peter Fonda, Lorenzo Lamas, and Willie G. down there with the same idea.

To really get the party started, Jim Belushi and The Sacred Hearts kicked off the concert at noon by hammering out an hour of classic R&B, culminating with a group of women trying to undress Jim when he ventured off stage (ah, the pressures of stardom). They were followed by the Doobie Brothers' 90-minute set, which spanned 25 years of classic rock 'n' roll hits.

Eyeballing the iron at Love Ride 14.





But seeing as how Bandit and I were still sporting head thumpers from the night before, we slid out of there before our eardrums blew a gasket.

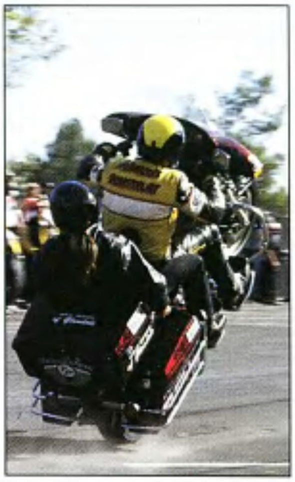
Love Ride 14 lucked out in the weather department, so we began to really trip on the ride south—up until we spotted a sporty blonde on the side of the freeway with a dead FXR. Being the gallant boy scouts that we are, we pulled over to render assistance. She immediately recognized Bandit, so I just became the "other guy" trying to start her scoot. Well, predictably, this one didn't require rocket science. Yeah, you guessed it. She was out of gas, even though she swore she wasn't, and had been running with the petcock on reserve all day.

The mighty Bandit →

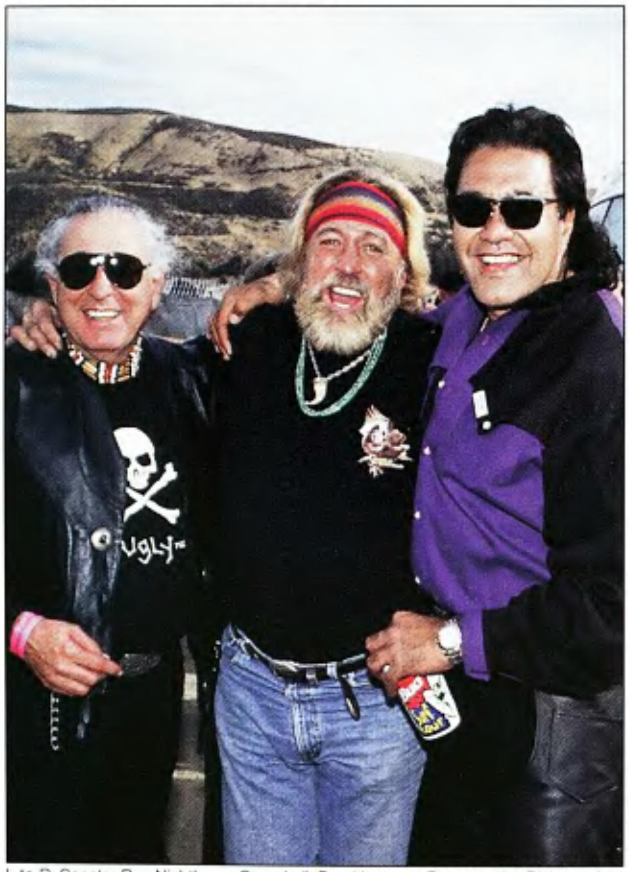
volunteered to push her bike to the next gas station, with an emphatic, "What the fuck, it's only a mile to the next off-ramp." But not this kid. I found an old plastic bottle in the bushes and drained some gas out of my fuel line. Within minutes I had her bike running—but did it do any good? Hell no, she was still groovin' on "being rescued by The Bandit." Such is the cruelty of life.

Final stats: 23,000 bikes showed up, and $1.1 million was raised for the Muscular Dystrophy Association (donations are still coming in). That's good going, considering that the first Love Ride, 14 years ago, mustered just 500 motorcycles and raised $42,000. Now if we could only do the same thing to repeal the helmet laws—now *that* would be a party.

—*Frogman*

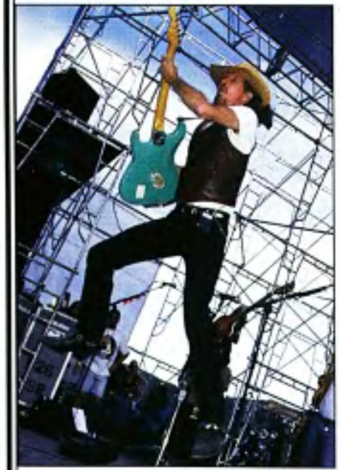


Above and right: French stunt rider François Schetelat.



L to R: Senator Ben Nighthorse Campbell, Dan Haggerty, Branscombe Richmond.

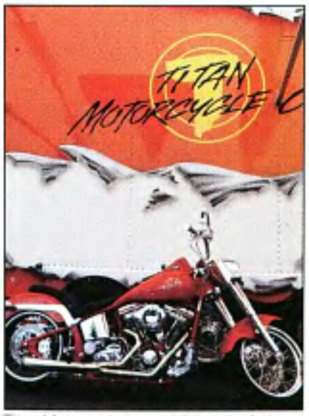
Above & below: Backstage at Love Ride.



Patrick Simmons, gettin' air time.

Easyriders Calendar Girl.

Scullified tank.



Titan Motorcycles on exhibit at the Lake.

Billy Gibbons and fan.

Photos: Markus Cuff

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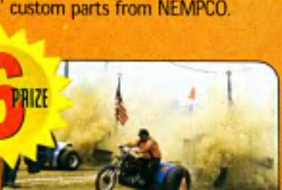

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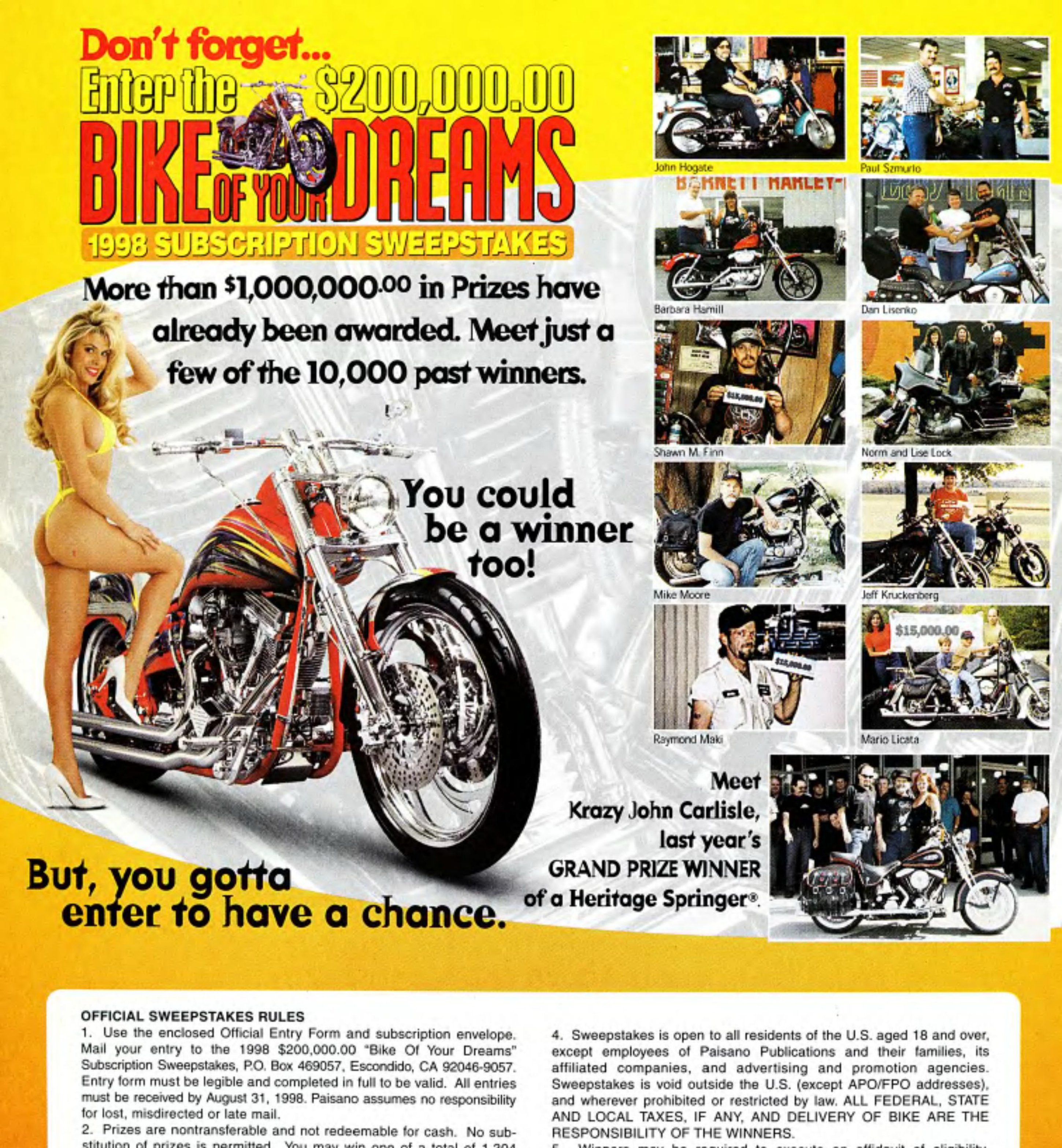

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1. Use the enclosed Official Entry Form and subscription envelope. Mail your entry to the 1998 $200,000.00 "Bike Of Your Dreams" Subscription Sweepstakes, P.O. Box 469057, Escondido, CA 92046-9057. Entry form must be legible and completed in full to be valid. All entries must be received by August 31, 1998. Paisano assumes no responsibility for lost, misdirected or late mail.

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3. Winners will be selected by random drawing from all entries received by Doyle, Hull & Gregory, whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes. The odds of winning a prize will depend upon the total number of eligible entries received.

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NO PURCHASE NECESSARY TO WIN. LIMIT ONE ENTRY PER HOUSEHOLD.

Pan-De-Monium
In Pontiac

Riding the new dresser westbound, through Niagara Falls, following the old Canadian logging roads, was the only agenda for the day. Everything was perfect. The weather was ideal, the machine performance was outstanding, and she was hugging the roadway and handling almost like she knew her way.

As the glow of the warm evening sunshine began to light up the Canadian highway in front of me, I realized it was time to consider where my weary bones were going to land at day's end.

A jog to the south, across the river into Michigan, would put my ass into the crazy world of the master of iron, Ron Finch. Finch's raucous hospitality is always a rewarding experience.

As I approached Windsor, Ontario,

Ron Finch Collection

and the Detroit River, I remembered the ridiculous restriction that prohibits motorcycles from taking the tunnel into Michigan. I avoided the undue hassle and archaic rules and leaned north toward the bridge into Detroit and on into Pontiac.

As I rolled into town at 10 p.m., I found Ron and his crew hard at work on the finishing touches of a stock '65 Pan FLH Electra Glide. In 20 years of hanging around the

Finch Man, I'd never laid eyes on his crumpled-iron talents applied to a stock bike, let alone a total restoration using original parts. "Original Equipment Manufacturer" was never part of the Finch vocabulary.

There was a dozen of us gathered around the '65, admiring the exceptional quality of her total makeover, scratching, sippin' beers, moving a step to the left, then to the right, while wrenches flew.

"Hey, Ron," I asked, "are there any other Pans around that you've painted, restored, extended, rebuilt or owned?"

It was a simple question. The answer produced incredible results. Fact is, for the past two years the Finch team has had an exceptional run on Harley's grandchild of the '50s and '60s. Ron's explanation: "It's been kind of fluky, Balls."

In addition to the '65, which belongs to Bill and Jackie Gonterman, Ron's longtime bro and neighbor Dozer owns a '49 Pan and a '73 Shovel featuring Finch/Dozer tricks and engine work.

Dozer's Pan/Shovel has a special family connection. He began to mold her personality the day his 18-year-old-daughter was born. From the other side of the '65 windshield, Vince reminded everyone of Jim Remićk's '59. Remick is the CEO and owner of a trucking company and has had Ron build several bikes for him. Getting into our third case of Bud, Peter, standing on the primary side of the '65, snapped his fingers. "Hey, don't forget Gary Goodman's '49." Goodman is CEO of a Detroit steel company. The '49 Pan is Goodman's third fix for →

RR 545

his addiction to Finch-fabbed machines.

From the corner, Peter quietly raised his hand to humbly mention his '61 FLH that was parked outside. Peter's magical touch as a welder is often used at the Finch shop.

Ron went over to call Don Ledger and ask him to bring over his '64 FL, which was recently painted. Leatherman, sitting on a picnic table with one fired up, reminded everyone of Marty Jakien's '65 FLH Police Special that was also a total, ground-up resto, completed some six months ago by Finch.

A phone call or seven later—like Ron turned into the Harley God and created seven Pans in seven minutes—Pans from all sides of Michigan were commanded to assemble at the Finch shop.

As 2 a.m. appeared on the neon Harley clock, the Pans had all arrived. In a haze of smoke and brew we agreed to shoot them around the tunnel that →

motorcycles can't ride in.

Having eaten large, put down enough beers to fill the river, and organized seven Pans for a 6 a.m. photo shoot, we went to fuckin' bed.

I fell outta the sack at 4:30 a.m. to find every Pan owner, Finch, Vince, Dozer, Mama Finch, coffee, doughnuts, a chase truck, extra help, and an escort of Harleys all waiting to go. On the second day of this biblical experience Finch delivered the most spectacular sunrise the Michigan/Canadian border has ever seen.

Over a four-hour period on the river in downtown Detroit, police officers, suits from office buildings, bikers and a young lady or two all came by just to visit with Ron and the team that created the Finch legacy.

Can Ron build Pans in addition to the renowned customs? His reply rang in true Finch style: "Sometimes, maybe once every seven years or so, I get Panstalgia and go into a Pan craze."

I'm not sure whatdafuck he meant, but having fun around Ron Finch and friends is Pantastic!

—Balls

Photos: Michael Farabaugh

LowBlowChopper

Cocked and Locked for the 21st Century

It'll make 115 horsepower and pull the skin off your face. It'll cruise the Arizona desert at 90 mph for 100 miles without breakin' a sweat. And like the Zen saying goes, "You're riding on the oil tank. You're in search of ... "

Roger Bourget's wife (*not* featured here; this is Lisa, our swollen areola poster child of the '90s) stands a towering 5 feet, 2 inches, and her vertically challenged status is the spark that lit this frame design fuse. She wanted a Softail that would let her sit flatfooted which, with her stature, is a neat kinda trick. Roger developed his now infamous and innovative Python frame as a result, and then took it a step further. Christ, what an understatement.

Bandit read the first draft of my technical explanation of how Roger runs the oil through the frame, and liked it so much that he fired me on the spot.

"You call that a bike feature? It's *tooo* complicated, Trash!!"

Then Bandit reconsidered, bein' it's the holidays (as I write this), and he summed it up for me: "Wacky. →

Easyriders

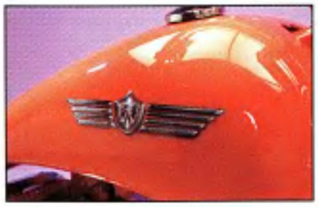
Easyriders

Convoluted. Orange."

Hell, that works just fine.

But I will tell you this: The 1 1/2-inch DOM, .125-inch wall tubing frame holds three quarts of oil, it's pressure tested to 75 pounds, and the filler plug is the short bar running across the two rails coming down from the neck. There's a vent plug you gotta open up on the down-tube when you add oil to let the air out. And beyond that, I like my job, my appropriated corner of the garage, my unlisted voice mail, and my comfy, albeit tattered captain's chair, so I'm shuttin' up here and gettin' on with the rest of the scooter.

Additional Bourget Bike Works metal mastery includes the billet Switchblade wheels, the 6-inch stretched tank, and their Viper fork tube covers. Once I saw Bandit throw a writer out the window because he quoted the tech sheet too much. So as I hide underneath my desk, let me mention a few more points.



Roger is a real fan of shorter stroke and bigger bore. The 113-inch S&S motor has .050 inches shaved off the heads, and its nasty 630 lift cam and 11:1 compression S&S pistons get their start from a 300-amp sealed battery. The Delkron tranny case is stuffed fulla Andrews gears, and Roger added a Brute III street/strip pressure plate after roasting the clutch (note: Around here, we refer to that particular maneuver as the Oil Can Clutch Death March). Special mention of course goes to the killer powdercoating by Kenny Tomasello at California Motorcycle Company, and the tribal-orange paint job by Deano's.

Bourget Bike Works is cuttin' some new paths here, folks. If you want a slice of the next millennium, call (602) 278-3577 and pester the hell outta Roger. He's fucking impossible to reach, but worth it once you do.

—Captain Trash

Owner: ....Roger Bourget
City: ....Phoenix, Arizona

General

Fabrication: ...Bourget Bike Works (BBW)
Year/make: ....1998 BBW
Model: ....Low Blow Chopper
Assembly: ....Bourget Bike Works
Chroming: ....Concours Polishing

Engine

Year/model: ....1998 S&S
Rebuilder: ....BBW
Ignition: ....Crane Hi-4
Displacement: ....113 cubic inches
Lower end: ....S&S
Pistons: ....S&S
Cases: ....S&S
Heads: ....S&S, shaved
Cam: ....S&S 630
Carb(s): ....S&S
Pipes: ....Porker
Modifications: ....balancing by BBW,
S&S air cleaner, powdercoated

Transmission

Year: 1998
Modifications: ....Andrews backcut gears,
Delkron case, Brute III pressure plate

Paint

Molding: ....Deano's
Painter: ....Deano's
Color/type: ....orange/PPG
Special paint: ....tribal flip-flop

Frame

Year/builder: ....1998 BBW
Type: ....Low Blow
Shocks: ....H-D
Modifications: ....47-degree rake,
5-inch stretch, oil in chassis

Accessories

Bars: ....BBW
Handlebar controls: ....JayBrake
Fenders: ....BBW
Headlight: ....Headwinds
Taillight: ....BBW, LED
Dash: ....none
Pegs: ....BBW
Foot controls: ....BBW
Electrics: ....Bourget's
Gas tank: ....BBW
Oil tank: ....in frame
Seat: ....BBW/VIP Upholstery
Mirrors: ....none
Grips: ....BBW

Forks

Type: ....wide glide
Builder: ....BBW
Modifications: ....Boyds lower legs,
BBW Viper covers and dust covers,
10-inch extension

Wheels

Front

Type: ....BBW
Size: ....21 inches
Tire: ....Dunlop
Brake: ....JayBrake

Rear

Type: ....BBW
Size: ....17 inches
Tire: ....190 Dunlop
Brake: ....JayBrake

Photos: ....Paul Martinez

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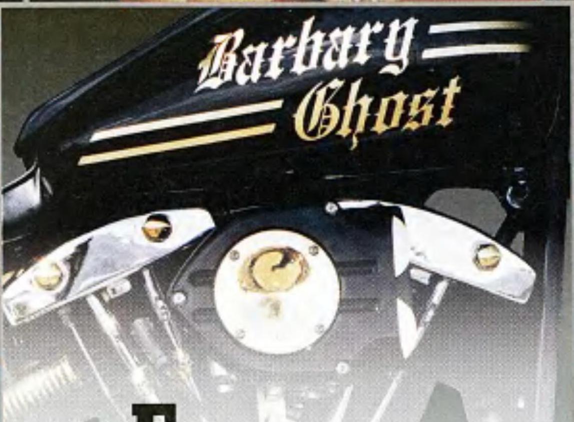


Ever since I was a little shaver, my kinfolk have been tellin' the tale of Great Grandpappy Trash, a man with no teeth and no fear. The way it's been told, Great Grandpappy was down on his luck as a net maker on the San Pedro docks, south of L.A., around 1910 or so. The poor sonuvabitch was the worst net maker in the Harbor, and his →

GOIN' FOR GOLD
Finding Fish In Utah's Mines

boat, if you want to insult 200 years of sea-faring vessels that truly deserve the title, was a chipped dinghy called the USS Lost As Hell, with one tattered sail and an occasionally working rudder, filled with nets that couldn't catch a cold in a free children's clinic during the height of flu season.

One day, a scraggly drunken fuck stumbled past Great Grandpappy's boat slip, tripped, and banged his head on the dock. The poor bastard handed Great Grandpappy a faded piece of paper with the words,"Liquor In The Front, Poker In The Rear" scrawled across the page.

"Barba...barbary coa... coast... wh-whore ho-house... show... free...whore..."

And then he died. Fuckin' quitter.

We never saw Great Grandpappy after that day. He pulled and sold all his gold-filled teeth for a real boat, bid the family a fond fair-thee-well, and lit out for the Barbary Coast in search of two-legged tuna.

Now here's where things get interesting. Last year, I was living in San Pedro, where I'd often ride down to Walker's Cafe. I was tellin' Great Grandpappy's story to some guys one day, when the biggest bro in the bunch snorted, "You believe in coinky-dink?"

His ridin' partner leaned over. "Coincidence. Hammer's ol' lady whacked him with a beer bottle last week 'cause of a road trip and some pictures. His speech still ain't quite right."

"Dar's a place, up nurth, they got a Barbary Coast. They got a whorehouse. But not really. It's called the Ore House. Naked womens. Free show. Lawn jury."

"Lingerie," his partner added. "He rode up to Bingham Canyon, Utah, an old mining town, to the Barbary Coast Saloon's free lunchtime titty and lingerie show."

Hammer passed around some shots of women in an old mining town saloon, parading their bedroom-eyes stuff.

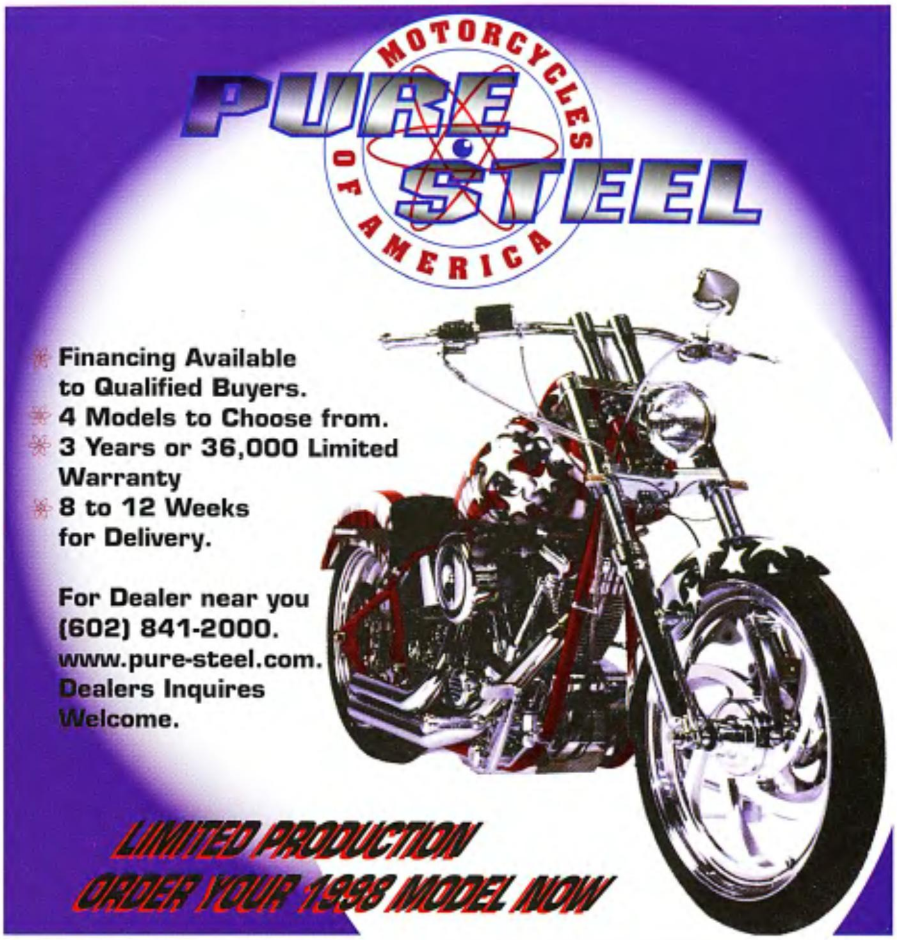
"Barbie Coats Saloon. Bang 'em can yawn, youty haw, near the Ore House. Free show. Lawn jury," Hammer repeated.

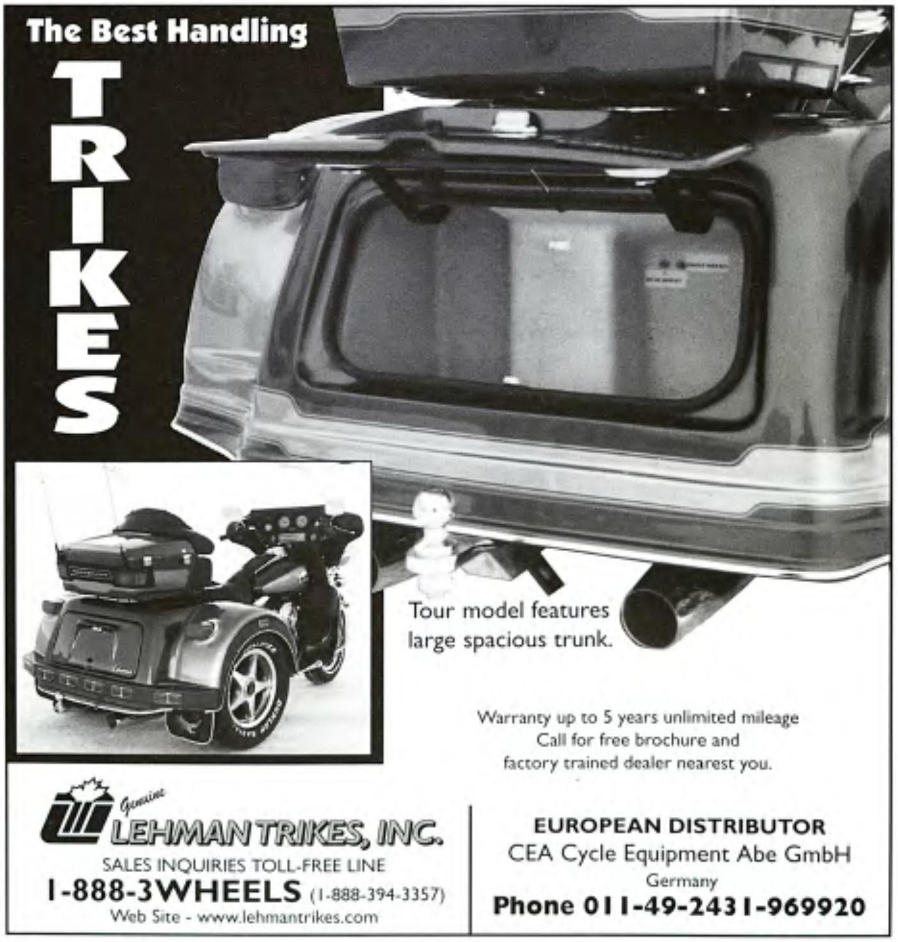
I studied the pictures. One was of a sign in the bar that read "Liquor In The Front, Poker In The Rear." In the background was a smaller faded picture from the 1920s, of a man in his early 20s, with a blonde on one arm and brunette on the other. He had a big smile. A big, toothless smile.

So I'm about to embark on my own road trip to Bingham Canyon, Utah, where they say a young sailor who'd traded a tuna boat for a 1922 Harley-Davidson once rode into town from Seattle in the dead of night screamin', "Aw, shits! So dis is where dems free fish is!" Some say he's still around, up in the hills. If I can find him, we're gonna drink Gold and take in one helluva fashion show.

—*Captain Trash*

Photos: Edwards Photography





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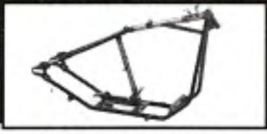

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Kit comes complete with S & S chrome teardrop air cleaner, fuel line, clamps, extra main jets, machined intake manifold, bracket and complete instructions. Specify year and model.
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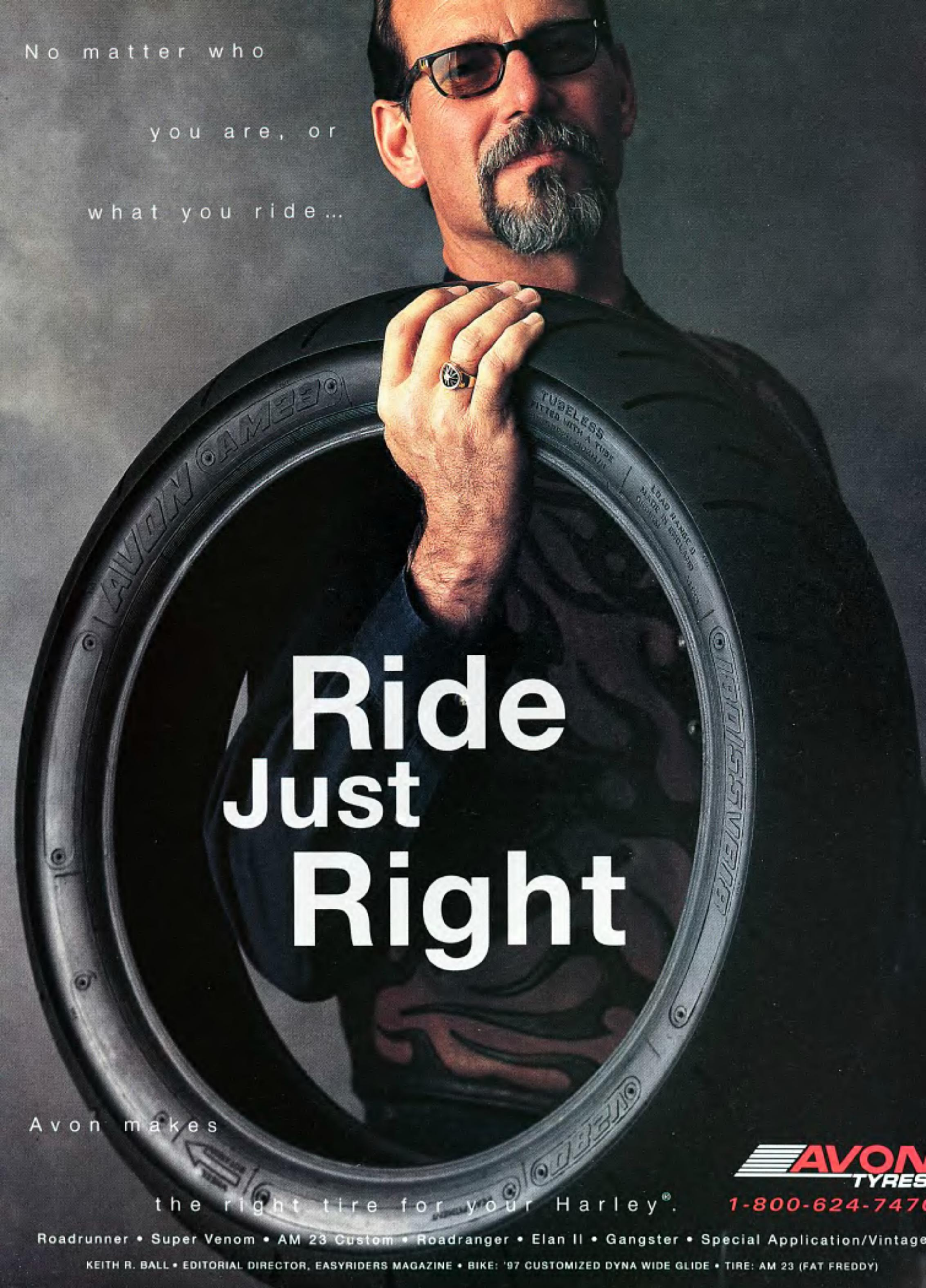
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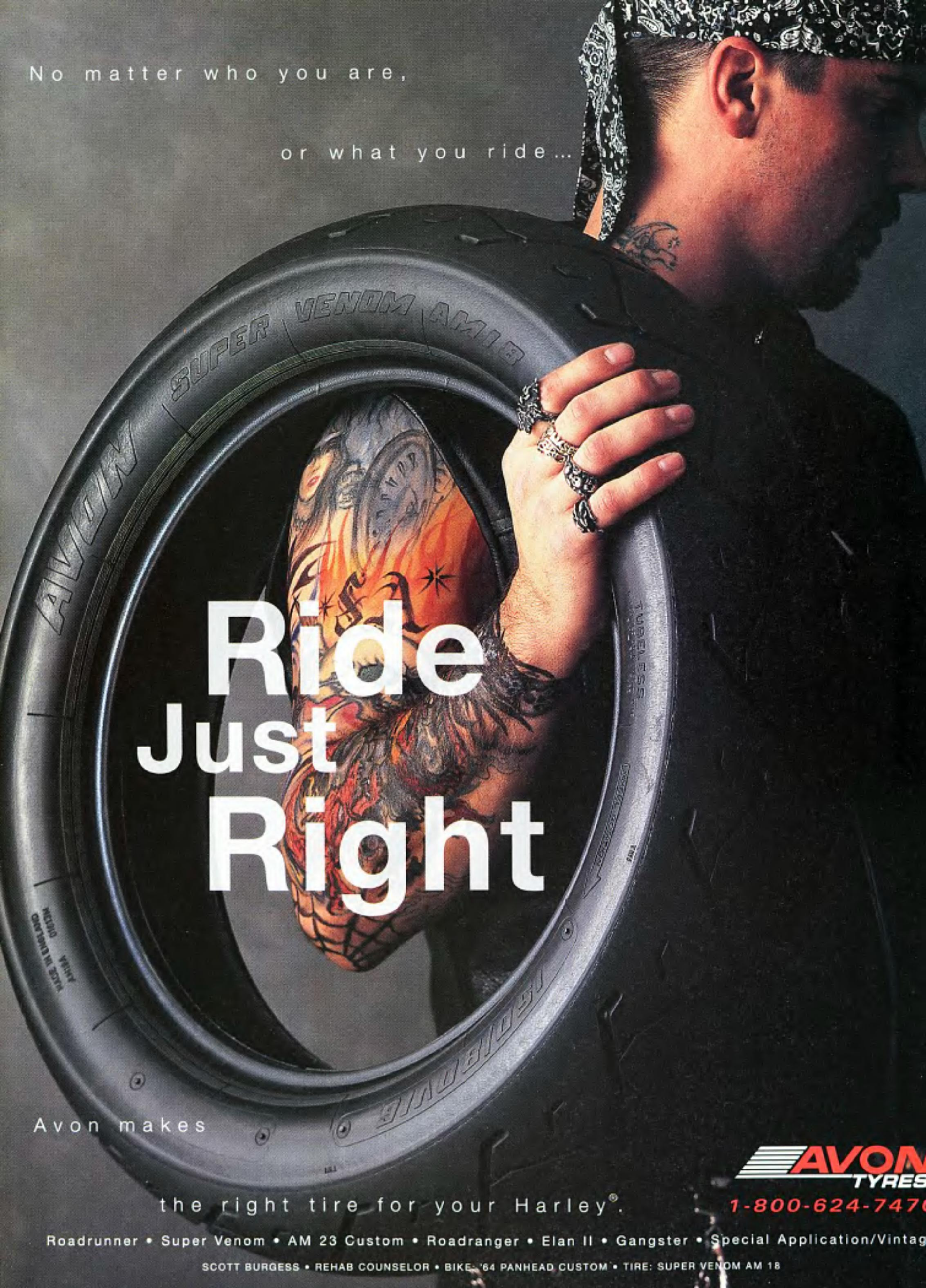
—Floyd Bechtold, Kalispell, Mont.

—Captain Al Huber, Honolulu, Hawaii

—Keith Fournier, Bike Blessing '97, Richford, Vt.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—Alan Abbett, Stonington, Conn.

—Tim Lanini, Weirs Beach, N.H.

—Dan Spiese, Sturgis '97

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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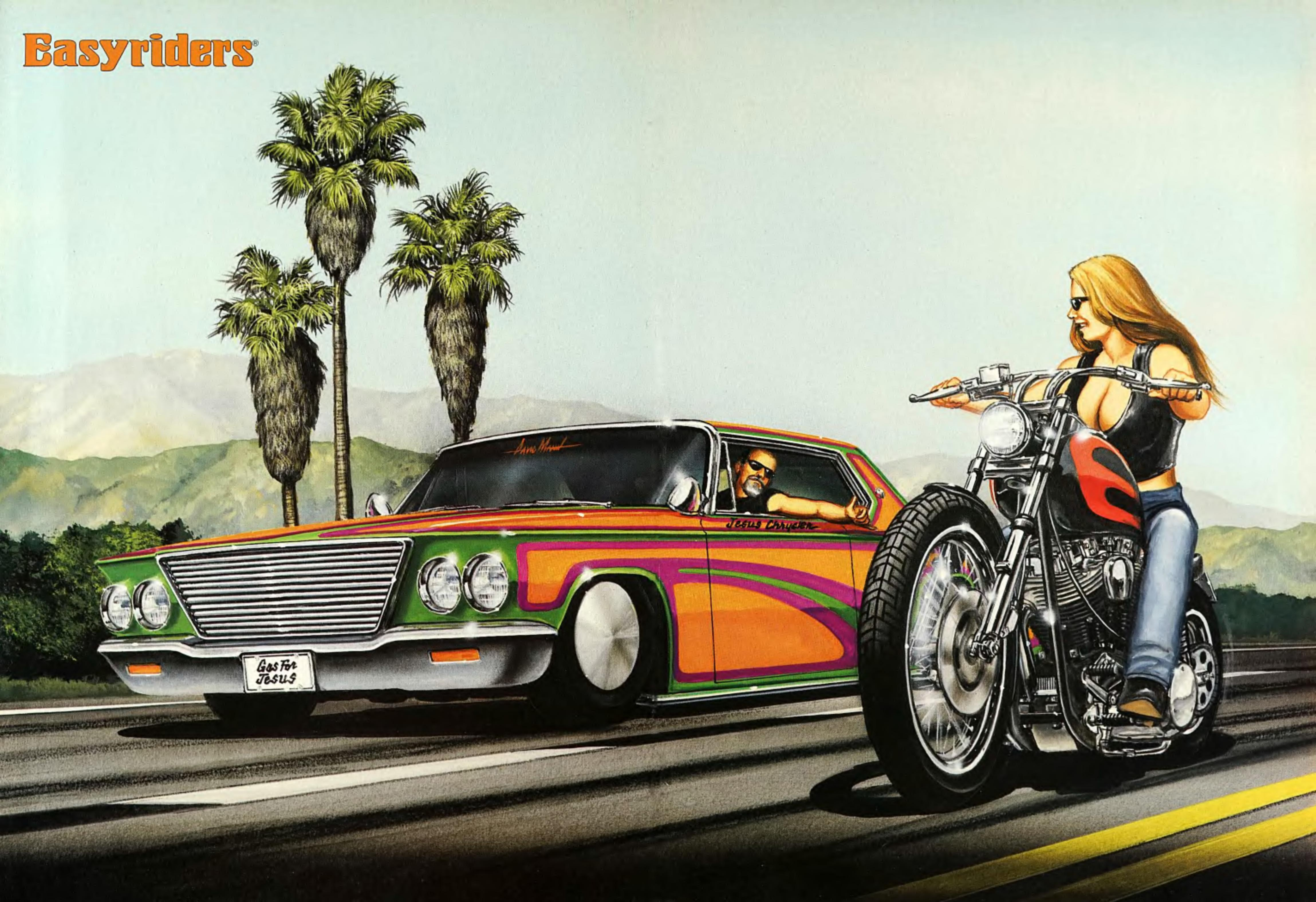


PURPLEDAYZ

The Further Adventures of Bomber, the Raiders, and Spring Cleaning

"Hey, WOP ... I mean, Lisa ... I need a favor," Bomber yelled from beneath his junkpile. Oh, shit, I thought. The last time Bomber needed a favor I got stuck holding the stopwatch during his all-day secretary interviews. See, Bomber doesn't hire secretaries for their clerical skills. He hires them based on how fast they can get across the street and back with a 16-ounce Bud. His current secretary used to run the 100-meter dash at UCLA.

"Yeah, what's up?" I yelled back over the strains of a Jerry Garcia guitar solo.

A minute later, Bomber appeared in my doorway holding a wilted yellow rose. Whatever it was, it had to be big. "Ahh ... ya see. Ahh ... the thing is. Ahh ... turns out ... "

"What is it this time?"

"Well, I just got off the phone with Dave Mann, and he said that he had tickets to this Sunday's Raiders game."

"Yeah. So?"

"They're playin' Kansas City."

"Yeah. So?"

"Ahh ... turns out they're playing *in* Kansas City. I'm gonna fly out on Friday morning."

"So you need a ride to the airport?"

"Ahh ... no."

"You need me to feed those flea-infested cats of yours?"

"Ahh ... no."

"What then?"

"Ahh ... see ...I was sorta hoping you could write a bike feature for me. Bandit's been riding my ass about it all week. He told me he wanted it by Monday and ahh ... turns out I won't be getting back till Tuesday."

"Tuesday?"

"Yeah ... ahh ... I need to ... ahh ... shoot some stuff for May's Exotic Dancer Guide. Turns out there are a lot of great strip bars in K.C."

"Did you try Oil Can?"

"ABATE toy run."

"Snake?"

"Last time anyone saw him was *last* Weasel Wednesday. He left with the new barmaid."

"Oz?"

"He's busy running for president of the Ventura County Food Grower's Association."

"Beatnik?"

"He's got a gig in Vegas."

"Red Baron."

"Germany, putting the moves on some new fräulein."

"So I'm your last resort?"

"Ahh ... I wouldn't say that. I mean ... well ... yeah."

"So what's in it for me? And I don't want a stinkin' Raiders shirt, a coldie, or lunch at Lupe's."

"Whatever you want ... princess."

"All right. I'll think of something over the weekend and let you know when you get back ... on Wednesday."

A bike feature. My desk is piled high with layouts I need to proof, Production Destructor Manhattan Mike just came in here and chewed me out about being late, and now I have to write a bike feature. Bomber owes me big. All right, here goes. Emma Lujan, owner of this hot rod purple pavement eater, owns C&E Auburn Harley-Davidson with her husband, Carlo. A true two-wheeled couple, they have →

created a business around what they love—riding Harleys. While operating the dealership eats up a lot of their time and energy, they still get out and enjoy the beautiful Northern California countryside every chance they get.

They may even ride down to Oakland to watch the Raiders.

Which reminds me, I've got a lot of dog shit in the back yard that needs to be picked up ... and a ditch that needs digging ... and a garage that needs cleaning ... and my car hasn't been detailed in a while.

You know, I kinda like writing bike features. —*Thin Foot*

Owner: Emma Lujan
City: Auburn, California

General
Fabrication: C&E Auburn H-D
Year/make: 1992 Harley-Davidson
Model: FXR
Assembly: C&E
Chroming: A1 Plating

Engine
Year/model: 1992 Evo
Rebuilder: C&E
Ignition: Screamin' Eagle
Displacement: 89 cubic inches
Lower end: S&S
Pistons: two
Cases: House of Horsepower
Heads: H-D
Cam: S&S 561
Carb: S&S E
Pipes: SuperTrapp
Modifications: C&E Auburn H-D balancing, S&S air cleaner, painted trim

Transmission
Year: 1992
Modifications: none

Paint
Painter: Carl Brouhard
Color/type: purple & pink
Special paint: Carl Brouhard

Frame
Year/builder: 1992 H-D
Type: FXR

Accessories
Bars: pullback
Handlebar controls: chrome
Fenders: H-D
Headlight: chrome
Taillight: polished
Dash: none
Pegs: H-D
Electrics: minimal
Foot controls: chrome
Gas tank: FXR
Oil tank: H-D
Oil system: stock
Seat: Mustang
Mirrors: H-D
Grips: factory

Forks
Type: mid glide
Builder: C&E Auburn H-D
Modifications: 2 under

Wheels

Front
Type: Attitude, Sturgis Wheel Co.
Size: 19-inch
Tire: Avon
Brake: Performance Machine

Rear
Type: Attitude, Sturgis Wheel Co.
Size: 16-inch
Tire: Avon
Brake: Performance Machine

Photos: Raiko Hartman

Harley Davidson

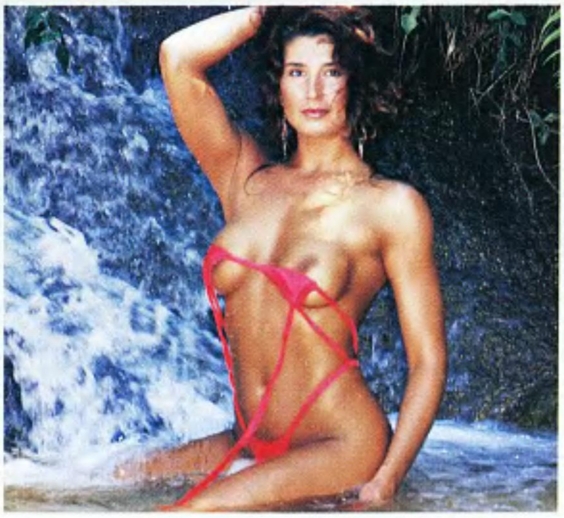
MPH

NOVEMBER WINNER

She's a fast life rider, loves the Grateful Dead, dances to please, and earned your vote for Fox of the Month in November. Meet Rachael, from some little burg in Pennsylvania, where she lead the life of suckling on a silver spoon. That is, till she was 21 and her folks went the tough love route and ripped the proverbial spoon from her. Bummer. But gettin' the boot motivated her. She followed her heart to a titty bar and moved up the ladder to feature dancer, and before ya could say it must've been the roses, Rachael was paying her own way into those spendy Dead shows. She also started going to school and working on her future. This young lady is flat knockdown gorgeous, with a sparkling personality that's gonna keep plenty of studs queuing up to get her on their p-pads for the long haul. See and read what we're talking about on page 92, where she shows her wares with Barry Cooney's crimson road ruler.

—*Loudmouth*

My mother said that I would sin if I rode on that Harley—
and she was right!
Michele, Florida—#401



The sound, vibration, and being free with the wind blowing through my long, dark hair, makes every ride feel like the first.
Jeneile, Ohio—#402

My first ride on a Hog was incredible—the ultimate ride. The vibration between my legs was better than any man.
Rhonda, New York—#403

Before I rode on a Harley-Davidson I thought all motorcycles were the same. Not true!
C.J., Washington—#404

I was dared to kick-start a Hog. If I could, it would be my first ride on my own. Well, I did, and I've been riding ever since.
Leslie, Oklahoma—#405

I was 16, on my first ride, and was overcome by the feeling of power and freedom. I knew then I must have my own.
Christy, Maryland—#406

FOX HUNT

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

Okay, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives, and no Polaroids. And, sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #298 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Here she is, bros, the December 1997 winner in our monthly Fox Hunt, Teddy, #1204, from Locust Grove, Georgia. See more of her next issue.

For this issue, you can begin sending in your votes beginning March 1, 1998.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The voting deadline for this month's colorful crop of cuties will be on March 31, 1998.

We will print the winner in the August 1998 issue.

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

298

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______________________

Address ______________________

City __________ State __________ Zip __________

Daytime Phone (   ) __________ Evening Phone (   ) __________

I am _____ years of age, born ______________________

I will pose Full Nude ______________________

Model's Signature ______________________

Photographer's Name ______________________

Address ______________________

City __________ State __________ Zip __________

Daytime Phone (   ) __________ Evening Phone (   ) __________

Photographer's Signature ______________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

____

____

____

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The answer to every Harley riders biggest frustration...

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Dear Frustrated Harley Rider: If you're fed up with spending so much of your hard earned money and time keeping up with the service and repairs of your ride... keep reading this article! If you're tired of having smoke blown up your shorts by so called experts and having dealers and repair shops holding on to you where it hurts, you're about to discover the art of keeping your bike in top running condition ALL ON YOUR OWN!

After being involved with numerous dealerships and repair shops for over 25 years, Mike Matthews and his partner, Red, a factory trained, certified, PHD tech, know that the biggest aggravation for Harley riders is that...

Costs Of Servicing And Repairing Harley's Keeps Going Up And Up!

And if you're like most riders, you bought that beautiful American V-twin for one reason... To get in the wind and listen to that sweet roar while you straighten out a piece of highway... Not so you can spend days, even weeks, waiting around for it to be repaired! And you probably didn't buy it so you could spend tons of money having it serviced either, did you? Well, like it or not, owning a Harley does require service and repair, but now...

You Can Kiss The High Costs Good-bye With These Inside Secrets!

Most Harley riders want to handle their own service procedures and minor repairs on their own bike...but don't! The truth is that you keep going back and forth to the dealer or repair shop and end up having to work around their schedule which doesn't always jive with yours. Then you end up handing over a nice piece of change for whatever it is you're having done! It's the same drill over and over and all it does is aggravate the hell out of you, but you keep accepting...

The Greatest Myth In Harley Service And Minor Repair!

This point is the most important message for any Harley rider who truly wants to save hundreds, even thousands, of dollars in keeping your bike in tip top shape, and NO ONE tells you about it! Once you get this simple concept, you'll be able to repair and service your own bike, IMMEDIATELY! See, the bottom line of this whole idea is simple: **How Do You Keep Your Bike Running In Top Notch Dependable Condition Without Breaking The Bank And Losing Valuable Riding Time?**

Just take a minute and think about what options you have when it comes to service work or minor repairs: 1) You can head back to the dealer, work around their schedule, and pay their steep rates.2) You can go to an aftermarket repair shop, still pay top prices, and run the risk of not having the work done by a qualified factory certified mechanic. 3) You can have a so called "expert" from the local watering hole do the work for you in his backyard. 4) You could set aside a year or more of your life to attend MMI while you lose your income and $13,000 plus for the training! Or, you can choose the most sane, safe, fun, and moneysaving route of...

Quickly And Easily Learn How To Do Your OWN Service Work And Minor Repairs, At Home, In Less Than 48 hrs...Guaranteed!

That's right! You can become YOUR OWN EXPERT MECHANIC by learning the industries insider secrets, straight from the factory, in less than two days! All you have to do is kick back, watch, and learn from this power-packed, detailed video package that explains...

Everything You Should Know!

You can finally get rid of the frustration that comes with having someone else work on your bike...and have fun easily doing it yourself! Now you can have the knowledge and confidence to take full CONTROL of your bike and have the freedom to do your own service work and minor repairs and save yourself a ton of money and time! You'll learn things like:

* How and what to check at your different service intervals
* The real truth about what oil you should use... and what you should avoid like the plague and why!
* At a glance, you'll immediately know simple and easy ways to deal with oil changes!
* Unlike the factory manuals, this video is easy to understand and the techniques are easy to apply...anybody can do it!
* Little known information about the extended warranty.. what the industry really doesn't want you to know!
* Clean, easy tricks for servicing your front ends and wheel bearings and what to watch out for!
* How and why the proper adjustments on your chains and belts...How it affects the entire performance of your bike!
* What to lube, when, with what, and how!
* The most over looked little things that need your attention the most to avoid ongoing, future money sucking problems!
* You don't need any mechanical experience...just watch TV and go for it!
* How to make your cables last forever!
* Simple method for keeping your clutch like new!
* Unheard of tricks of what to look for when servicing your brakes and what NOT to do!
* You'll not just know how, but more importantly why you do these service items a certain way and the *correct* procedures no one's ever explained to you before! Just like the Pros!
* Plus dozens of tips, techniques, and factory proven strategies to keep your machine running like new and saving you tons of money!
* That's just the tip, there's much, much, more!

Anyone Can Do This!

Here's the deal: If you're looking to build some kind of tire smoking, fire breathing, pavement pounder, forget it! But, if you're looking to save yourself a ton of money and enjoy the confidence that comes with being in full control of your bike, this is it! In the first few minutes, you'll know why the industry doesn't want you see this revealing information! With no B.S., you'll see nothing but the simple truth to servicing and repairing your own bike and never fall victim to high costs again!

"I can't tell you how good it feels to be doing all my own work! Thanks for a great easy to understand package. It's everything you claim it to be and more! **Kathy T. CA**

I'm very impressed with your VTR Systems package and the KICKSTAND newsletter. Thanks for putting together such a great product and publication! **Dallas B. HI**

When I read your ad, I thought, WOW, this is worth a try and it was! Thanks and keep up the good work! **Jack C. FL**

I really enjoyed watching the tape package. There's a lot of real good info in there and watching the procedures from all the different angles is well worth it! **Curt V. TX**

This is really a great idea and product and I enjoy all of the information I get in your KICKSTAND newsletter. I'm hungry for more!

Steve A. FL

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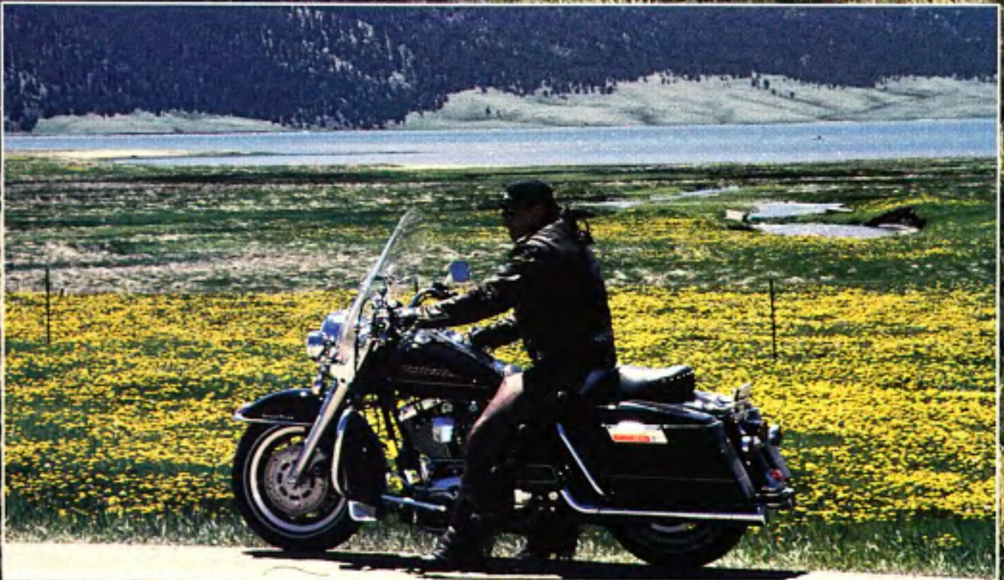
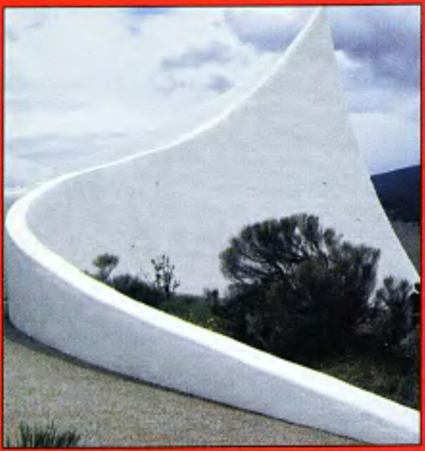
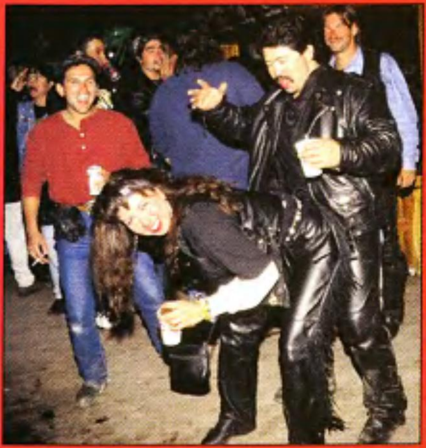
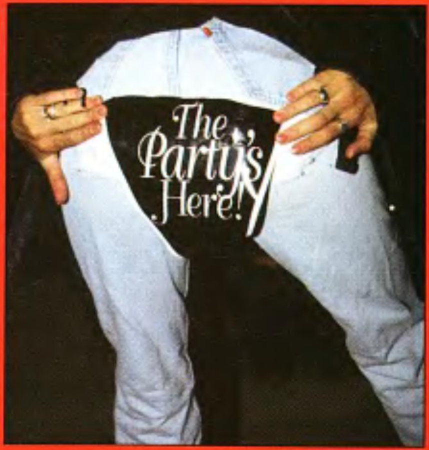
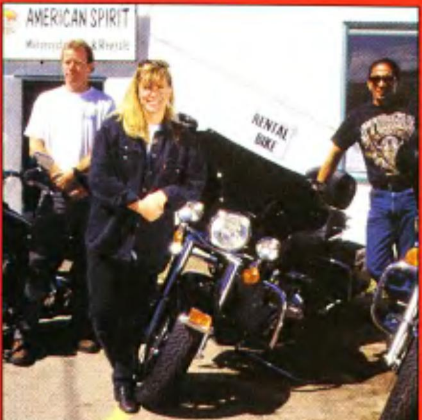
There's nothing like your first time wading in the Red River and earnin' your Red Wings. Although I've had mine for years, this was my first visit to New Mexico's Red River Run. This four-day ride through the Sangre De Cristo mountains started 18 years ago in a little bar called Kate & Gary's, with just a handful of friends riding to this small town for a Memorial Day Weekend getaway. →

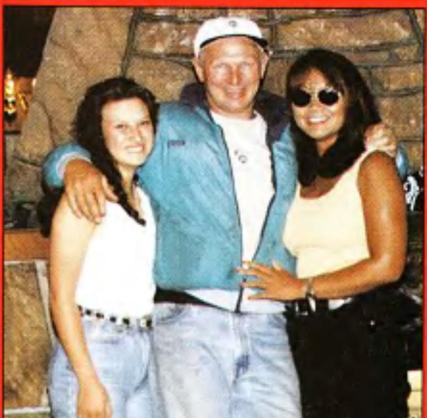












Not much has changed except that the bar is now owned by Charlie Stanton and is called the Bull O' The Woods Saloon, the main attraction is visiting the Disabled American Veterans (DAV) War Memorial and the friends have increased to a few thousand. Over the next 96 hours, I was destined to find out why they call New Mexico "The Land Of Enchantment."

I was a virgin to the fly-n-ride thing but willing to try anything. Michelle and R.J. from American Spirit Motorcycle Tours picked me up at the airport Friday morning and took me back to their shop to hook me up with my ride for the Run: a brand-spankin'-new FLHT Standard.

I was busy snappin' promo shots of Michelle and the crew at American Spirit when a wiry little fart named Dog Man started pokin' his nose into things. He was ramblin' on about being a local and how he and his wife, Dawn, would be leading a pack of fly-n-riders up this scenic route called The High Road To Taos that leads to the town of Red River. Dog Man asked if I wanted to tag along, but, personally, I just think he wanted his picture taken ...

As usual, there was more killer stuff going on than I have room to tell ya about, but here are the highlights. After getting ruled and regulated about the bike and promising to keep the burnouts and wheelstands to a minimum, I headed north out of Sante Fe with my newly found compadres: Dog Man and Dawn, Don (a Nam vet) and Peggy Crothers from Florida, and their chiropractor son Tony, and Rick Davis, a dentist from Santa Barbara.

We meandered through the Picurus Indian reservation, through a little town called Truchas that looked as if it had jumped out of a Zane Grey novel, and onto the ski resort town of Taos. We climbed over the 10,000-foot Bobcat Pass, then on through more greenness and crisp clean air than this Southland smog junkie has room to describe.

We arrived in Red River late Friday afternoon, due mostly to lollygagging all the way from Sante Fe and soaking up the clean air, mountain views, and sunshine. We met our gracious host Steve Egland and his gorgeous female staff at the Lodge Of The Red River. Later, we hooked up at Texas Red's, the local steak house, to get to know one another. Two pounds of buffalo steak, a football-sized baked potato, a couple of mochas, and a damn fine cigar later, I really started warming up to these people.

We hit the bars around 10 p.m. and wore ourselves out with the fest-tit-ities of the evening, then straggled off to bed one by one or two by two, depending on luck, skill, or booze.

Come Saturday morning, I discovered there were only a few vendors in town →

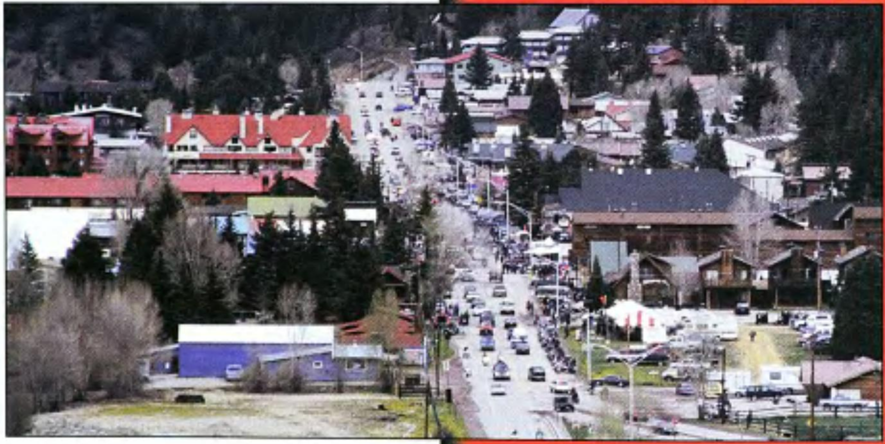
and a small bike show, but no rodeo events or wet T-shirt contests. People were either hangin' in town chewin' the fat with new or old friends, heading out on half- or whole-day trips into the Rockies for some beautiful scenery, or paying respects at the DAV war memorial to remember what this weekend is really all about.

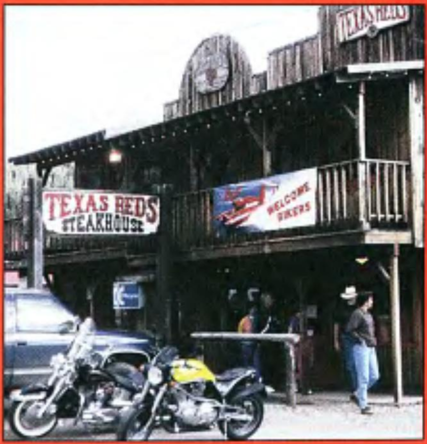
I decided to hang in town, feel the place out, get some good grub, and take shots of the place and the people who came out to enjoy it, then do some riding later in the day. I was rewarded with a bonanza of fine folks eager to share their vacation with me. Seems when you're lugging 20 pounds of photo gear and wearing a shirt that says, "Have pity, show titty," people just naturally want to talk to ya.

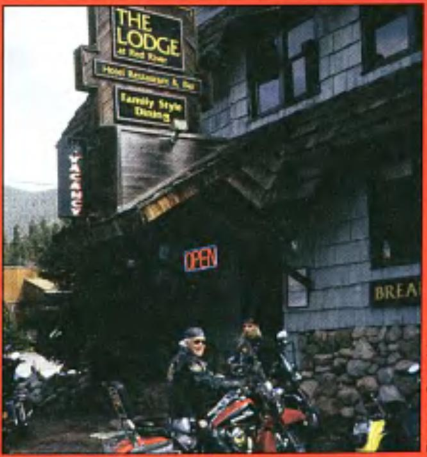
After checking the two party spots (The Bull O' The Woods and the Mother Load), I perused the vendor area and listened to some damn fine fiddlin'. Then I rode all around town and a little ways out of it to get some good shots of the town itself and readied myself for that night's fest-tit-ities.

Saturday night I needed some titty shots, 'cause I was way under quota and didn't want to disappoint the big guy. Things were lookin' grim ... until Destiny and Denise, a perfect pair of Double D's changed my night. They were tightly packaged brunettes, poster children of the uninhibited you might say. Destiny and Denise filled my quota of T&A for the night, the weekend, and at least a month's worth of my twisted fantasies. The three of us went back and forth between the Bull O' The Woods and the Mother Load, spreadin' cheer equally between the two bars all night.

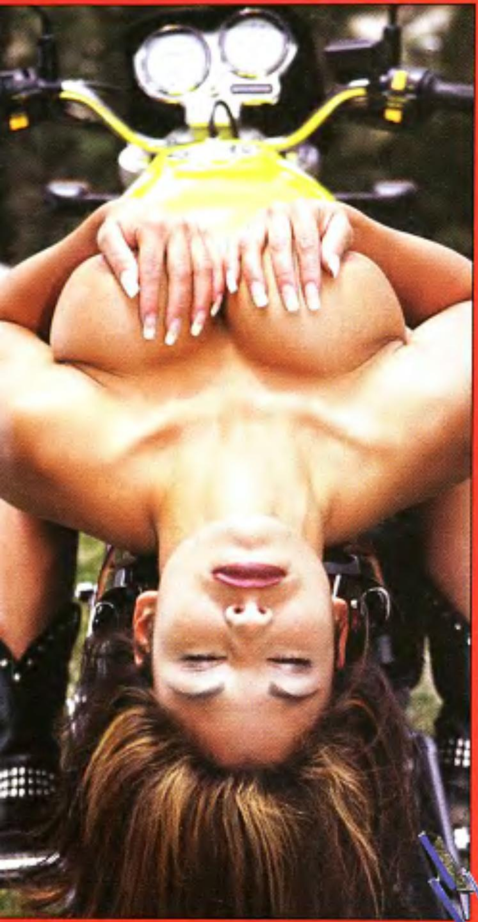
Sunday I had a date with Destiny. I got so wrapped up in the previous night's activities that somewhere between the bumps and the grinds on the dance floor (and elsewhere) I promised her a photo shoot for the magazine. Enthusiastic knocking on my door from Rick and R.J. woke me up, reminding me that I said →







Photos: Stan Miles



they could help with the photo shoot and that we had to get up early, scout a location, and find a snazzy bike.

So what the hell, it's not often that I find guys willing to help ogle ... I mean, shoot ... gorgeous scantily (or less than scantily) clad women on radical customs. Most of the day revolved around one of my favorite activities, being on the receiving end of looks that would melt mere mortals. When we were done beard polishing the bikes that Destiny and her friend graced, there was plenty of time that evening for getting down with the girls, the rest of my new-found friends, the 2,000-3,000 other partiers in town, and the Electric Cow Paddy Daddys.

Monday was the say-your-good-byes, pack-up-and-clear-out day. The gang and I hit the DAV Memorial on the way back to Sante Fe. This was what Don Crothers and his family had really come for. He served in the unit in Vietnam that the movie *Full Metal Jacket* was written about, had seen lots of action, and lost some good friends. Not being a vet, I couldn't easily relate to the feelings on the faces of the vets there, but I could see and respect their pain.

There was an air show, a 21-gun salute, and ceremonies to commemorate the vets and their day. The memorial itself was a solitary beautiful white stone building, resembling a lone sail on a sea of green grass. I can only imagine that maybe

that's how the vets feel mixed in with the rest of us, but this was their one day a year to be reunited with the people they are bound to.

If you're looking for a noncommercial run, great people, scenery, and riding, then head for Red River next Memorial Day weekend. If ya need a bike make sure and call Michelle at American Spirit: (800) 978-4451; if you don't want to camp, call Steve at The Lodge at Red River: (505) 754-6280. Then, if you have a little time to kill in Sante Fe, stop in at Cheeks, buy a lap dance from Scarlet for me, and tell ol' Elmo that Strip Bar Stan sent ya.

—Strip Bar Stan

RACHAEL'S WORLD

Dance To The Music

At 21 years of age, young and tender Fox Hunt winner Rachael paced her parent's colonial home in Pennsylvania. Spoiled most of her life, she fully expected the constant shower of material goodies to continue to rain on her too-cute self. Mom had different expectations and shut the faucet off. Rachael still demanded a new car, but the well had run dry, and being too-cute and too-obstinate, she decided to make things happen on her own. Strutting that pert 36-24-36 form down to the Show Place Pub bikini bar in Bound Brook, New Jersey, she sauntered into the dim corner bar with one pool table and small stage and bellied up to the bar. A handful of construction workers and a group of college kids from nearby Princeton were hanging out. Her voice quaked as she asked the burly, bearded bartender, "Y-y-y-ou have an opening for a dancer?"

"Yeah, who's askin'?" the bartender said, swirling a bar rag in a beer mug, never lookin' up.

"Ra, Ra, Rachael," she stammered.

"You 18, lady?" he asked, slamming the glass mug on the counter with the others.

"Ye, ye, yes," she said.

"Ever strip before?" he grunted, mistrusting her last response.

"N-n-no."

"You got rhythm?" he grumbled in a condescending tone while wiping down the bar.

"Y-y-yeah, I think so," she said, looking around the dingy bar for support from some quarter.

"Then, goddammit, get up and dance," he said, his bearded face and direct black eyes staring at her for the first time as he pointed at the small stage constructed with scrape hardwood with one chromed pole jutting to the cottage cheese ceiling. Suddenly Rachael felt a chill race through her, a cold more icy than the dark, snow-caked streets outside.

She climbed onto the rickety platform wearing tight-fitting Levi's and a tank top. "What kind of music you like, sister?" another dancer called from the end of the stage.

"Soul music," she answered, tentatively, looking around the room. There weren't more than a dozen men in the joint. Several stood around the pool table, racking up the balls and cuing up for the next round of 8-ball. A couple of guys watched her with mild curiosity while leaning on their cues and drinking beer from tall mugs.

The bar went quiet as the experienced dancer behind a beaded curtain reloaded the ghetto blaster with a classic Temptations tune. Rachael stood frozen to one spot on the stage. *Ain't Too Proud To Beg* rumbled out of the vibrating box and filled the room. Rachael's feet couldn't help but tap at the scuffed deck as she studied the young patrons surrounding her. Some stared like hungry dogs sniffing fresh meat; others, embarrassed, with concerned looks on their faces, wanted to encourage her. A couple of kids from the college were there to party, and hassle the girls. But a dark biker in the corner stood up as she stepped onto the stage and slammed his fist on the counter, shouting at the boys around the platform, "She's tryin' out, you bastards. Give her some support." The biker (and owner of this feature's motorcycle), →

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had long, wavy, salt-and-pepper hair, a finely trimmed goatee, and sported a 20-year-old leather jacket, unzipped to the middle of his chest. A Hamster was visible on the front of the golden rod-colored T-shirt. The group of young patrons sensed from his darting dark eyes that he meant business.

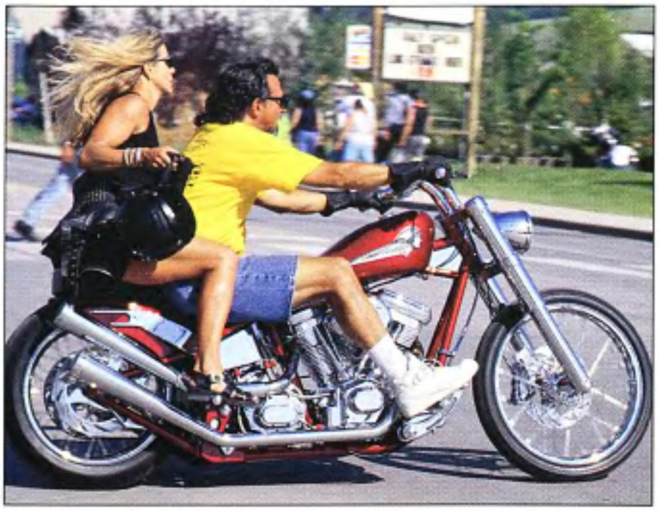
She looked up and met Barry's stern gaze. The handsome biker's eyes met hers and she nodded her thanks. "Take your time," he said. "Just move to the music."

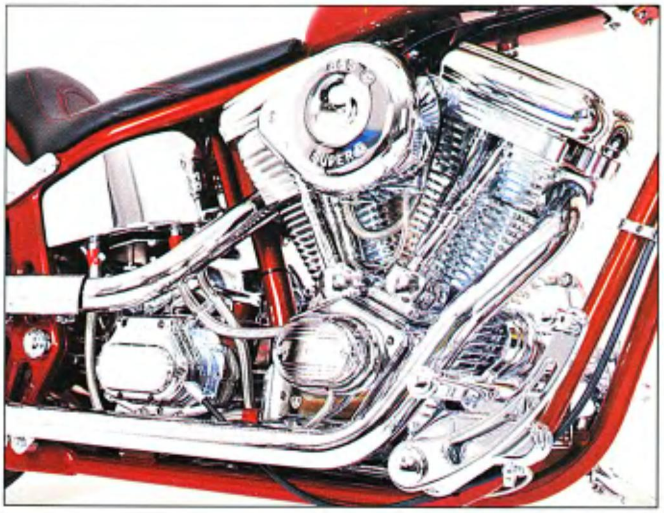
She began to move around the stage. With a natural flow to her dance, she exuded the soul music as if she were living the song. Consumed by the romance of the lyrics, the sensual tones and animal beat, she moved one shapely denim-coated thigh around the chromed pole, like a tango dancer wraps her thigh around her partner's leg as she swirls around him. She hugged it tightly to her pert chest, her nipples hardening. Her crotch ground against the shiny phallic surface as she slid her mound down the slippery shaft. She could feel the music seep through her clothes into the very marrow of her bones.

Oblivious to the patrons' increasingly intense stares and the pool players leaving their competitive posts to check out the new talent making sweet love to the fire pole on the stage, she fantasized to the music as she arched back her 5-foot, 4-inch frame and her nipples pressed hard against the thin material of the tank top. Her long, dark hair swept the stage in a mesmerizing dance of love. Even the barkeep's eyes strained at the flowing curves of the fully dressed youngster. She was a natural. And as the song came to a heartfelt close, the men collectively sighed and burst into wild applause.

And so began a four-and-a-half year dance-club career spanning the states of Pennsylvania, Connecticut, New Jersey, and New York. And so ends Barry's bike feature.

—Bandit





Owner: Barry Cooney
City: San Diego, California

General
Fabrication: owner
Year/make: 1997 H-D
Model: Softail
Assembly: owner
Chroming: Quality Polishing

Engine
Year/model: 1997 Evo
Rebuilder: Jeff Border
Ignition: Crane
Displacement: 80 cubic inches
Lower end: S&S
Pistons: S&S
Cases: S&S
Heads: Ness, billet
Cam: Crane 286
Carb(s): S&S
Pipes: Ness
Modifications: Ness balancing, Crane lifters, S&S air cleaner

Transmission
Year: 1997
Modifications: none

Paint
Molding: KC Customs
Painter: Bryan Kinney
Color/type: candy red/House of Kolor
Special paint: Carl Brouhard

Frame
Year/type: 1997 Softail
Builder: Ness
Shocks: H-D
Modifications: 29-degree rake, 2-inch stretch

Accessories
Bars: Carlini 1 1/2-inch
Handlebar controls: Ness
Fender(s): Jesse James
Headlight: Ness
Taillight: Beyond Bolt-on
Dash: none
Pegs: Ness
Electrics: owner
Foot controls: Ness
Gas tank: modified Sportster
Oil tank: Allington
Oil system: S&S
Primary cover: Ness
Seat: owner/Danny Gray
Mirrors: Ness
Grips: Ness

Forks
Type: massive glide
Builder: Ness

Wheels

Front
Type: Ness
Size: 21-inch
Tire: Metzeler
Brake: Ness

Rear
Type: Ness
Size: 18-inch
Tire: Metzeler 180
Brake: Ness

Photos: Raiko Hartman, Jim Gianatsis

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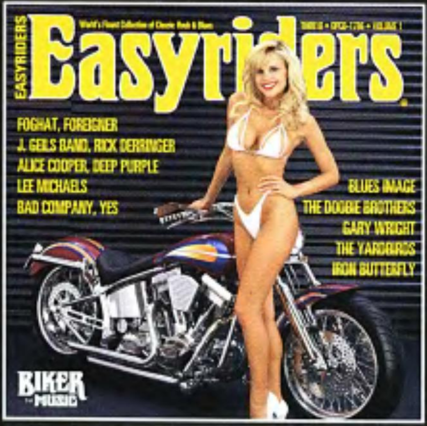

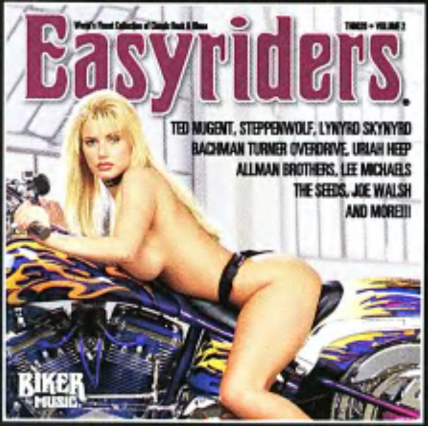

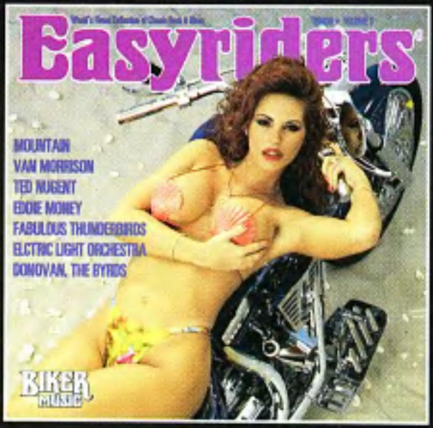

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Magic Carpet Ride-Steppenwolf • Stranglehold-Ted Nugent Free Bird- Lynyrd Skynyrd • You Ain't Seen Nothing Yet - Bachman Turner Overdrive • Easy Livin'-Uriah Heep • Ramblin' Man-Allman Brothers • Heighty Hi-Lee Micaels • Pushin' Too Hard-The Seeds • Somebody To Love - Jefferson Airplane • Funk #49 - Joe Walsh • Couldn't Get It Right - Climax Blues Band • Psychotic Reaction - Count Five • American Woman - Guess Who • Fought The Law-Bobby Fuller Four

Hey Baby - Ted Nugent • Mississippi Queen - Mountain • Brown Eyed Girl - Van Morrison • Two Tickets To Paradise - Eddie Money • Tuff Enuff - Fabulous Thunderbirds • Evil Woman - Electric Light Orchestra • Hurdy Gurdy Man - Donovan • Mr. Tambourine Man - Byrds • Bustin' Out For Rosey - Tommy Bolin • The Devil Went Down to Georgia - The Charlie Daniels Band • I Got A Line On You - Spirit • Panama Red - New Riders of the Purple Sage • Frankenstein - Edgar Winter • Time (Has Come Today) - Chamber Brothers

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Stock #: UM209 **Model:** FXRD **Engine:** 1340
Color: Black

1988 HARLEY-DAVIDSON
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Color: Brown

1988 HARLEY-DAVIDSON
Stock # UM202 **Model:** XL8 **Color:** Blue
Mileage: 18,638

1997 AMERICAN EAGLE
Stock #: AE00148 **Model:** STC Classic
Color: Dark Red Marble **Mileage:** 50

1997 HARLEY-DAVIDSON
Stock #: UM215 **Model:** XL8 **Engine:** 883
Mileage: 2560 **Color:** Red

1993 HARLEY-DAVIDSON
Stock #: UM212 **Model:** FLSTF **Engine:** 1340 **Color:** Black

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Gecko Sx • Gecko Rm •Roadrunner Sx • Roadrunner Rm • Sidewinder Sx Sidewinder Rm• Scorpion Sx • Coyote Sx

1952 HARLEY-DAVIDSON
Stock #: UM188 **Model:** FLH Stroker **Color:** Blue Custom

1992 HARLEY-DAVIDSON
Stock #: UM216 **Model:** FXRS **Mileage:** 1340 **Color:** Black with flames

1978 HARLEY-DAVIDSON
Stock #: UM182 **Model:** FLH **Color:** Blk/Purple Flame **Mileage:** 7250

1982 HARLEY-DAVIDSON
Stock # UM183 **Model:** FXDWG **Color:** Dark Red **Mileage:** 12,220

1997 BIG DOG
Stock #: BD74141 **Model:** Vintage **Mileage:** 35 **Color:** Red/Cream

1953 INDIAN CHIEF
Stock #: 2000 with side car **Mileage:** 30 Has won numerous first place trophies.

1994 HARLEY ANNIHILATOR
Stock #: UM1500 **Model:** Turbo Custom **Engine:** 80ci – 117 H.P. **Mileage:** 173 **Color:** Yellow/Purple

TITAN
Stock #: T140200 **Model:** Sidewinder **Engine:** 1573cc-96ci – 108 H.P. **Color:** Blue

TITAN
Stock #: T140201 **Model:** Roadrunner **Engine:** 1573cc-96ci – 108 H.P. **Color:** Red

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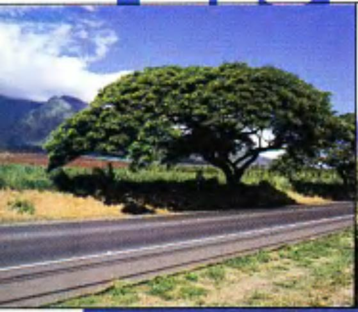
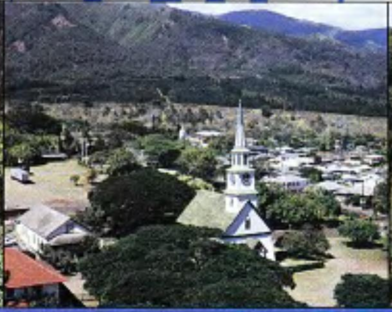
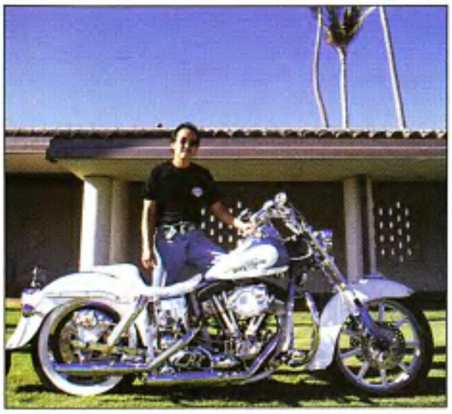
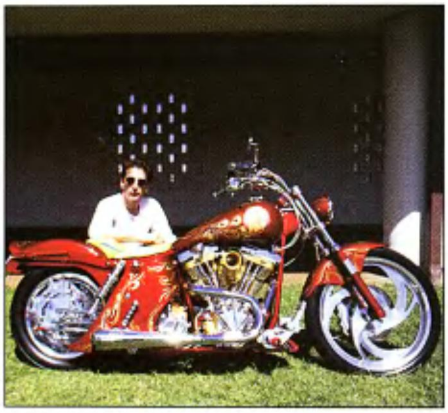
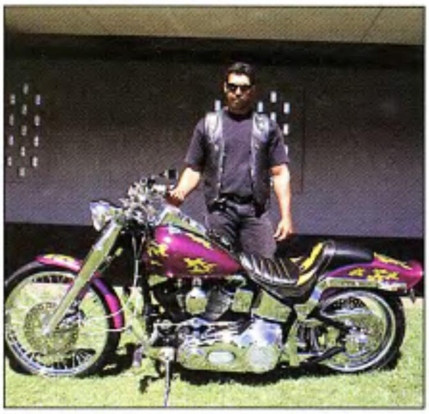
MAUI HARLEYWEEN '97

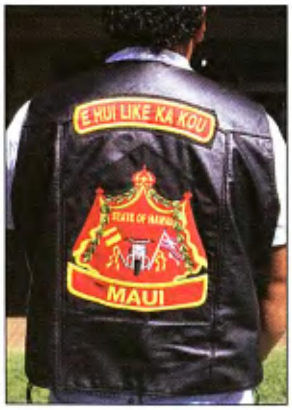


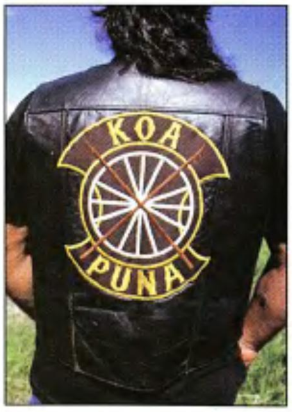












OK, here we go again. This time from a soggy Daytona Beach, Florida, during Biketoberfest. For three years running, I've been trying to make it to this event. Either my bike has broken down or this tired old body has let me down. The third time is truly the charm.

Sugar and I came into town via Orlando, Florida, where I had been staying with Butch Starnes and his ol' lady, Monica. Butch owns Thunder Alley, a bike shop in Orlando. He and his crew were working on Sugar Pai to make her quit smoking and gain a bit more horsepower. The folks at Hal's H-D in Milwaukee had fixed her up so I could make it to Sturgis, but I didn't have enough time to break her in properly before jamming to the rally. People who have ridden with me know that I can't do 55 mph. Besides, going on a run ain't the proper way to break in a freshly built top end. When she got hot, she puffed smoke.

I didn't get a chance to put many miles on her while in Daytona because it rained quite a bit that weekend. Most of the time it was raining or overcast and gloomy, not your typical Daytona weather. What to do in that situation? If you're in a motel with a group of your homies, ya generally grab a buncha booze and smokes and party down in someone's room. Or ya say fuck it and put on whatever rain gear you can get your hands on and hit the bars anyway. The group I was hanging with from Hotlanta, Ga., did both.

Before going on, let me get serious about a very important matter—cancer. It's a subject that people generally shy away from, for obvious and various reasons. I think the word itself scares the shit out of mortal men. We all know someone who has died or is dying of this terrible disease. My dictionary describes it as: a malignant tumor that tends to invade healthy tissue and spread to new sites; the pathological condition characterized by such growths; a pernicious spreading of evil. It's an evil I can tell ya about firsthand, as many of you Rip's Run readers know.

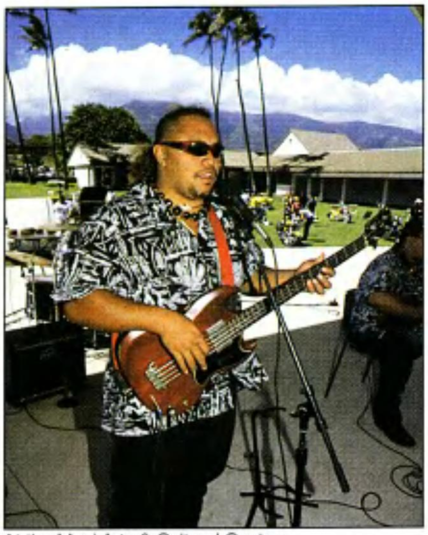
The weekend before attending Biketoberfest this year, I flew to Maui to attend the 6th Annual Custom Cycle & Hot Rod Show (October 26) on the invitation of Charley Silva and "his partner in crime" Colleen Nicole. It was held at the Maui Arts & Cultural Center. Its main beneficiary this year was the Maui Cancer →

Paying respect to J.C.

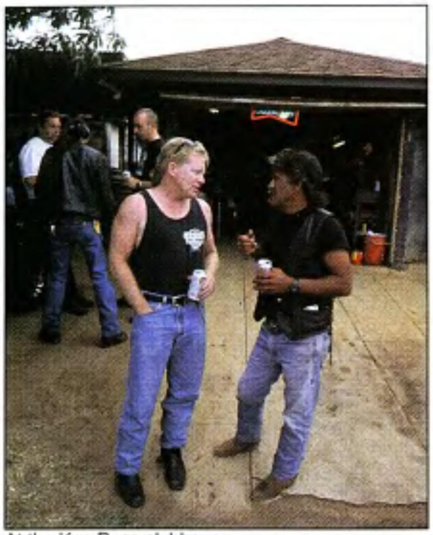
The Collins family.

Center Transitional Fund. Not everyone who contracts cancer has insurance. As a consequence, the Center has incurred expenses for such patients and needs financial assistance to offset the cost of treatment and/or supplies. Treatment is available to all at the Cancer Center. They also need some sort of medical van to transport patients to and from the center. Some people don't have enough money for treatments, much less transportation to the clinic. When you receive radiation treatments, your body tends to get tired quickly. The heat generated to kill the cancer cells dries out the body parts associated with eating, sometimes to the degree that your appetite becomes nonexistent. I survived by drinking Ensure, Sustical, Boost, soups, and other drinks of that nature. They serve as a nutritional source since it is hard to swallow regular food. But a sixer of that stuff is expensive. They come in different flavors, but hardly take the place of a good steak. The problem is ya can't taste anything. The inside of my throat was burnt so badly that the saliva glands were crispy critters. I had large blisters and sores lining the inside of my esophagus, and my taste buds got wiped out.

On September 12, I lost a dear old bro of over 23 years. Jim Collins from Lewis, Indiana, was 45. We buried him in Terre

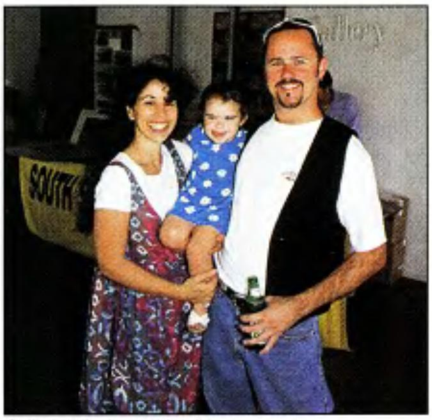


At the Maui Arts & Cultural Center.



At the Koa Puna clubhouse.

Maui Koa Puna president and wife.



Colleen Nicole and family.

Haute, Indiana, on September 17 in the same cemetery that some of his fellow Diablos MC brothers lie in rest. He was a bad boy and president of the Diablos Nomad chapter for over five years. To me, he was like the son I never had. We were diagnosed with cancer at the same time. He was in Indiana and I was wherever the road takes me. We kept in touch as brothers do. We'd call each other and talk about the chemotherapy or radiation treatments and the effects they had on our bodies. Obviously I made it and he didn't. Why? Only the Lord knows. In talking to his wife, Vicky, at the funeral, I learned that J.C. waited too long before he sought treatment. As a survivor, brothers and sisters, I'm here to tell ya that there *is* hope. If you ever find yourself in this predicament, don't despair. There are cures for many types of melanomas. There was a time when there wasn't much that could be done. These days giant strides have been made and the odds favor the patients; that is if you don't wait too long to get treated.

I realize that since this rag is produced primarily for motorcycle riding men, not too many females read *Easyriders*. Most of them get turned off by the nudity. However, we all have mothers, wives, ol' ladies, or girlfriends—some of us have one of each. Anyway, as red-blooded American males, I feel that it's our duty to learn how to help our female friends and companions with their breast examinations. And by the same token, they can reciprocate by checking our bodies for lumps in such hard to reach places as the back, or, let's say, the family jewels. You may think that I'm making light of a very serious situation, and I am, but that's only because few people want to talk about cancer, much less read about it. I want ya to read what I'm writing about. I want ya to heed my warning and get those pap smears and mammograms. I am deadly serious about the examinations; they're all-important and very vital for survival. Mammograms in Maui cost about 40 bucks, cheap enough for piece of mind. Ladies, don't think that you're not gonna get it, that "it won't happen to me." Or, that "it's always the other guy who gets it." Dudes need to get their prostate examinations annually, and if ya find some unexplainable soft tissue on any part of your body go to a doctor and have someone qualified take a look at it. The doctor may want to take an X-ray just to be on the safe side. Don't do like J.C. and wait too long. You can be vaccinated against Hepatitis, TB, Polio, and Smallpox. Why not cancer? Some day it will be possible, if enough money is →

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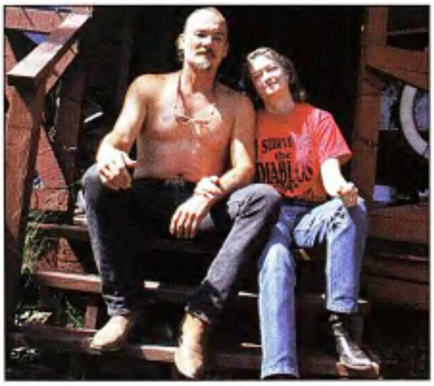
Maui Rip's Run riders.



Dane and Susy in Lewis, Indiana.

given to cancer research. Won't that be a glorious day.

Doctor Robert Baker from the Cancer Center in Maui said that up to 40 percent of the females on that island get cancer of one kind or the other. It's a cultural problem in certain parts of the world. That is, people who come down with it are looked down upon, as if they did something bad to bring it on. I'm not gonna say anything about smoking, because we should all be aware of how tobacco affects our bodies. If someone you know is diagnosed with cancer, give them support. Be there for them. Take them to get their treatments. Hold their hands and tell them how much you love them. It's important that they feel loved so they stay strong mentally and don't feel like they are alone, because they may give up all hope of recovery. If it weren't for my family and friends I may not have made it. But I received so much support that I had to continue to fight. Don't ever be intimidated by doctors or nurses. Ask questions and get answers. Ask them exactly what is going on. Thanks for all the letters, cards, flowers, telephone calls, good wishes, and, most of all, your prayers. I couldn't have made it without them. Thanks from the bottom of my heart.

The judges for this year's Maui custom car and bike show came, for the most part, from Northern California. They were Danny Rappley, general manager of Arlen Ness; Tom Long, a San Francisco parole officer; Cynthia Hernandez, an attorney practicing in the Bay Area; Donald Meyer, who works for General Motors in Oakland; and, all the way from England, Philip Bond, a custom bike builder, bike show promoter, and all-around good guy. The winners in the Bike Show category were Ernie Amoral Sr. with his 1996 Boss Hoss. That's a two-wheeler with a 350 Chevy engine in the frame. David C. Sacco took the Best of Show honors with his 1985, 96-cubic-inch FXE. We were entertained by the musical sounds of Tone Deaf Teens from Pearl City, Hawaii, who played alternative rock. Also, Gina Martinelli and the Nite Slide band featuring Rodney Ramos playing lead guitar served it up. Danny Rappley, who used to play with Tower of Power, brought his ax with him to the island and jammed with the group. They sounded damn good and soon had folks on their feet, rocking out.

Saturday, October 26, we had Rip's Run—Maui style—and it was a grand ride to the high country of the island. It was a beautiful day, and I saw some great country en route to the highlands. We met at Borders, a book store and restaurant, then proceeded on the ride. Charley Silva borrowed a Flatty to go on the putt with us. He said he helped form the first chapter of the Allie's MC on Maui many years ago. Currently he doesn't ride with any club. In fact, he is between motorcycles. We went by the Ioa Valley and saw The Needle, a lava rock formation that reaches up to the sky. We also rode by

Charlie Silva.

Gina, Danny, and Rodney.

the 4th Marine Division memorial park dedicated to those brave jarheads stationed there during WWII. Furthermore, we rode by some fertile ranch land and saw healthy Hawaiian steers on the hoof at the Thompson ranch.

The crime rate in Maui is one of the lowest in the nation. You don't hear of drive-by shootings. Generally, all the different nationalities get along. It's what our forefathers envisioned America to be. We could all learn a lesson here. The island is too small for any major conflicts, and there's no need for it. Their attitude is like the Beatles tune that says: "Life is very short, and there's no time for fussing and fighting, my friend." The roads are excellent, thanks to George Kaya, executive assistant and Richard Haake, managing director of her honor Linda Crockett Lingle, mayor of the county of Maui.

That evening we were treated to a fine barbecue hosted by the Koa Puna MC at their clubhouse. It was good grub, and I learned a Hawaiian tradition. The kids and women eat before the dudes do. At least that's the way it was done that evening.

Getting back to Florida for Biketoberfest the following weekend was practically a complete waste of time. I enjoyed visiting with my many friends who live there, but for the most part we couldn't go anywhere without getting wet. I felt bad for those folks who camped out. If I'd known what the weather was gonna be like on the other end of our country, I would have stayed in Lahaina for Halloween (see *ER* #251, May '94). I ran around with Wide Open, his ol' lady, Charley, Captain Dave, and Mister JT for the most part. We got a brief break in the weather Saturday morning and took full advantage of it by going to the Sandpiper Lounge. From there we all rode north to Peggy's Place in Hammock, Fla., so they could draw their last card on the poker run they were taking part in. The proceeds went to the family of Ed Sarfde who passed away September 10, 1997. He was a Bros Club dealer who owned Tri-City Cycles.

Did I mention that *Easyriders* of Daytona presented the 5th Annual Boardwalk Classic Bike Show on November 1?

Sunday afternoon, Sugar took me by the Last Resort in Port Orange. I saw many members of the *Easyriders* road crew, those responsible for putting on the bike shows and rodeos all over the nation. The Last Resort is a happening place. They have a Japanese hanging garden, a pile of Asian bikes in various stages of disrepair. I'm sure you've seen lots of pics showing how they've been beat to shit. Anyway, support these guys when you're in Daytona; they're our kind of people. Before I sign off I want to announce that the BAD (Bikers Against Diabetes) Ride is coming to Southern California, April 5. It's gonna be a big →

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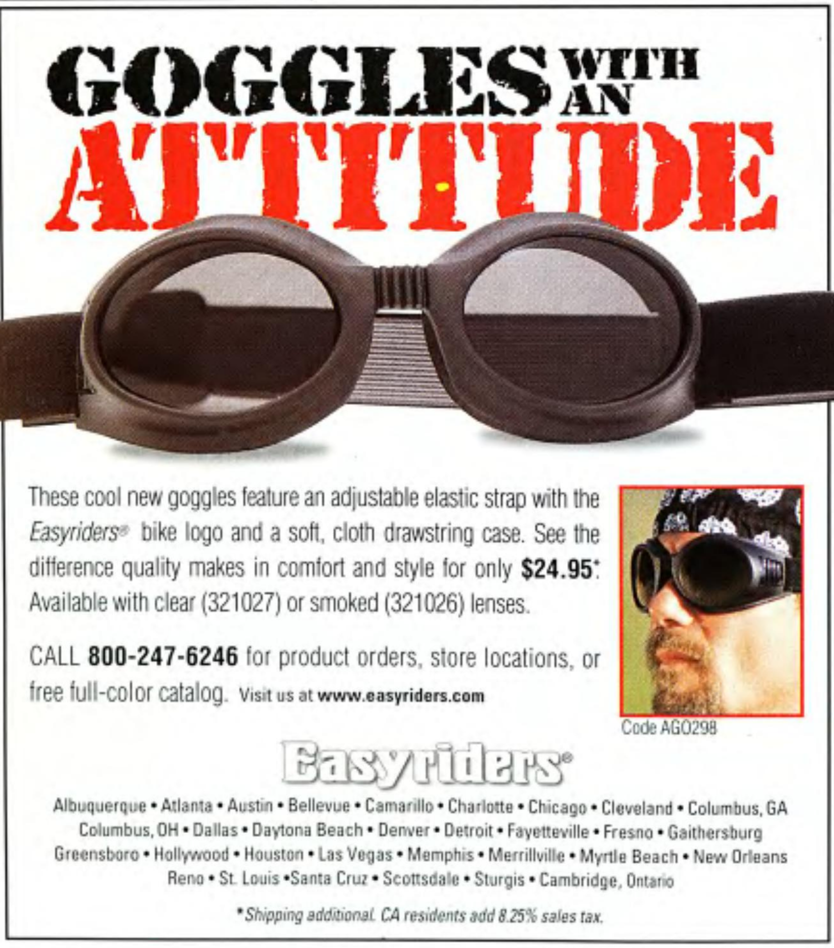
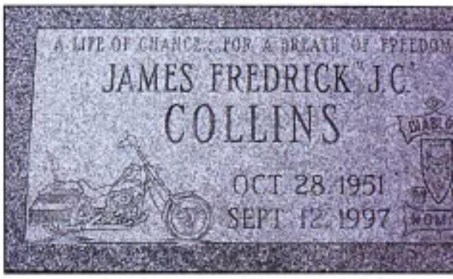


Laying J.C. to rest. Photos: Rip



rock 'n' roll show and ride. Some friends of mine and yours are involved. This isn't an *Easyriders* function. It'll benefit the American Diabetes Association (ADA). We need volunteers and riders. If you'd like to help, call the ADA number listed in this month's stopovers. That's about all the room I have. I know I got carried away talking about cancer, but I don't want to grow old thinking that I should have said something. Drop me a line to let me know what's going on in your neighborhood. Until then, see ya.

—*Rip*

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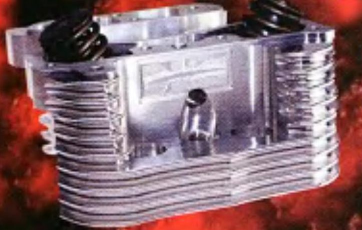

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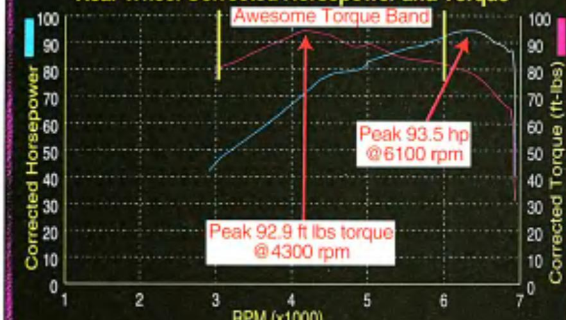
Rear Wheel Corrected Horsepower and Torque



Test conducted on 1990 FXR-80 cu. in. Stock bore, stock stroke, stock flat top pistons, V-Thunder™ EVL-3030 cam, Mikuni® 42 Carb., and 2 into 1 exhaust.

Dyno runs provided by Ray Price Harley Davidson® Raleigh, NC on a Dynojet® Dynomometer

Flow Data

Tested @ 28 inches on Super Flow 600 with stock unported manifold.

Valve Lift	.100	.200	.300	.400	.450	.500	.550	.600	.650	.700
F.Intake cfm	65.7	133.5	183.0	223.2	240.0	253.2	264.0	273.0	276.0	280.8
F.Exhaust cfm	54.6	120.8	152.6	171.7	181.3	186.7	194.0	197.2	200.3	201.9

Flow data provided by Ultra Pro Machining, Charlotte, N.C.

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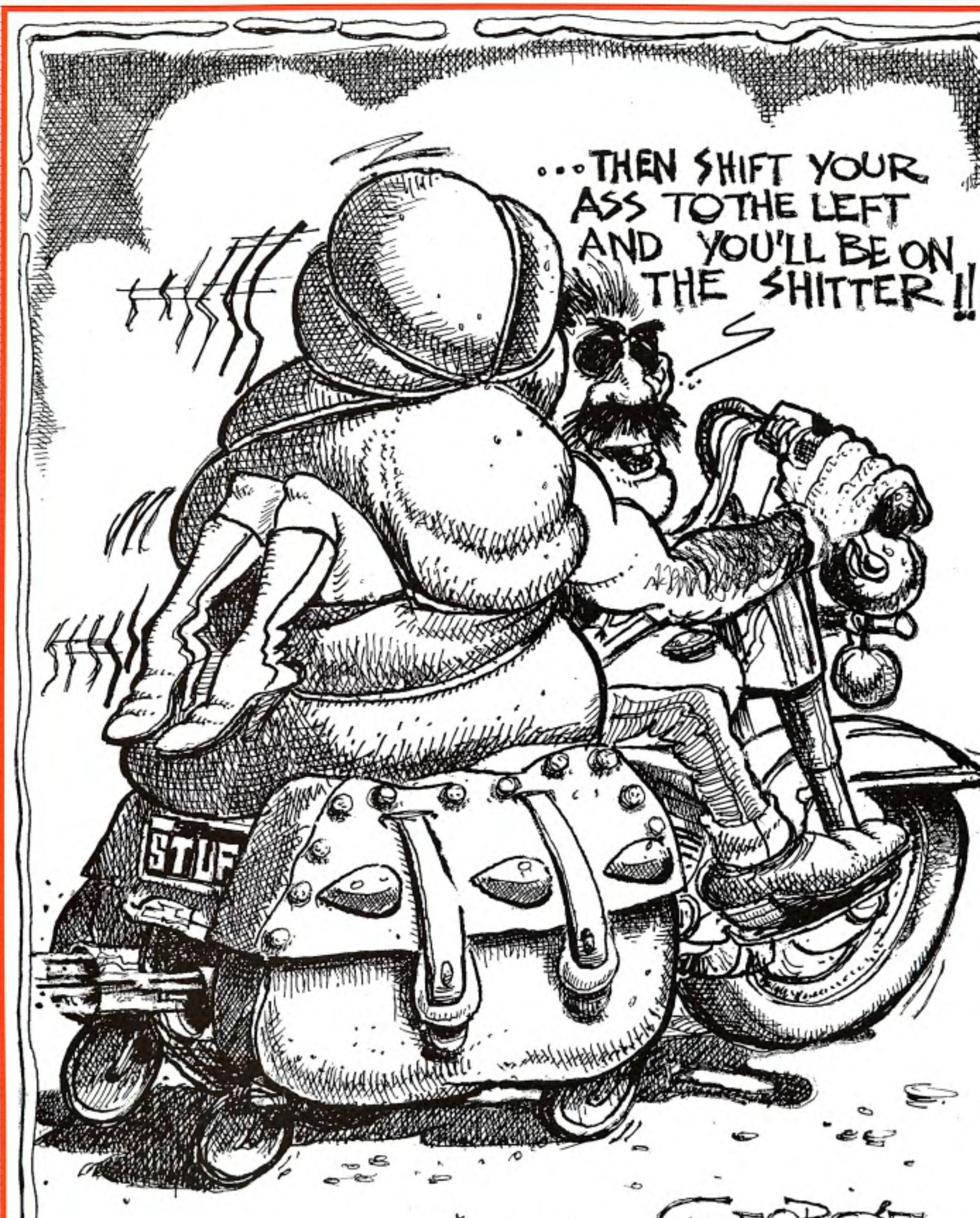
...THEN SHIFT YOUR ASS TO THE LEFT AND YOU'LL BE ON THE SHITTER!!
STUF
GEORGE
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PACKIN' FOR THE LONG HAUL

Have ya ever unloaded your saddlebags, looking for something, and so much shit came out you were sure there was some kinda black hole or alternate dimension in there? Well, this will surprise even the most dedicated pack rat.

I was sitting at my desk the other day when I got a call from my longtime bro, Bill Dosch. Bill, Big Mike, the Day Tripper from Yuma, and I have all been "down the road a piece," if you git my drift. Bill said, "Even *you* won't believe what came outta my bags!" Dosch is what a lot of folks consider a diehard. He pounds his ass off, traversing the Nevada desert from beer bar to gin joint, on a rigid frame generator Shovel. And although it takes determination, hard work, and a lot of bailing wire to keep stickin' the stuff back on that falls off that ride, there's still only so much crap you can stuff into two saddlebags and one front bag.

The list came in over the fax, and once the machine cooled off from the load, we read it. I gotta admit, even the hard-core around here were impressed. So read on and see if you think he managed to miss anything.

—Oz

Test light
Volt-OHM meter
3 tire spoons
Spark plug air pump
2 rolls of electric tape
Front master cylinder gasket
5-inch abrasive cloth
Tire gauge
Rocker shaft O-rings
2 head gaskets
2 rocker cover gaskets
Hammer
5 oz. lighter fluid
2 sunglasses
10 feet 10-gauge wire
20 feet 14-gauge wire
Hacksaw blade
Points + cond., 2 sets
4 spark plugs
Loctite
Wire ties
Snap ring pliers
Needle nose pliers
Set of short sockets
Set of deep sockets
Clutch cable
Throttle cable
4 feet cable & lock
3 feet cable & lock
Flashlight
104 octane booster
DOT 5 brake fluid
Clutch lever pin
Coil
Bag of nuts & bolts
Bag of electric connectors
Patch kit
2 master links
2 quarts oil
1 pint Everclear
Wire crimp tool
3 regular screwdrivers
3 Phillips screwdrivers
Crescent wrenches
Allen wrenches
Open end wrenches
Box end wrenches
3/8 swivel
20 feet baling wire
Pushrod corks
2 1/2 pints Jack Daniel's
Fix-A-Flat
Clutch lever
Spare mirror
Dave's screwdriver
Leatherman
Matches
Tube of silicone
2 rags
8-inch rear chain
4 Alligator clips
10, 3mm wire connectors
Feeler gauge
2 1157 bulbs
Bic lighter
Road atlas
Beer cool cup
10 razor blades
Side cutters
Punch
Slip joint pliers
Windex
Paper towels
Kitty litter
Cotter keys
Teflon tape
Hose clamps
Walther PPK
Bag o' bullets
Master link
Church key

A Helping Hand

It happened fast. Josh Alford's new Heritage Softail had just topped 60 mph on the Old Sonoita Highway south of Tucson when a stray cow decided to cross the road 50 yards ahead. Hearing the intermittent slide of the wheels on dirt, the huge, spotted heifer stopped in the middle of the narrow span and turned toward the approaching motorcycle. With a look of terror, it tried to bolt forward, but not fast enough to prevent the left crash bar of the Harley from swiping its rear flank. Braying in pain, its muscle pulled and gashed, the animal hobbled headlong into the low thickets of creosote.

For the motorcycle's part, the encounter had destroyed any final straight-line tracking, causing a total loss of stability. At the end of a 40-yard stretch of tire tracks, after two distinct slides and corrections, the tracks became a swath of dirt, as if a plow had cut a deep groove. A furrow dug by the protruding chrome along the center of the disturbance pointed like an arrow toward the wreck at the base of a palo verde tree beyond. There, beside the twisted front end of the bike, lay Josh, face down and motionless. The Harley's engine grunted twice more and died as silence returned to the desert.

After a moment there was a twitch in Josh's left hand. Fingers grabbed the air. Finally his head turned and his eyes opened to stare back at the place where the cow had vanished.

There was no sign of movement, or even a solitary moo of protest or pain. The only clue to the incident was that fishtailing track he'd made in braking down to 30, and the sick wobble and slide as he went down after contact. The damned beast had appeared suddenly, and just as suddenly disappeared to lick its leg wound or chew its cud. Josh was already forgotten.

He cursed and stood to his feet, surveying his downed bike. Only four hours ago it had been in the showroom as pretty as a magazine layout. Now, with just under 100 miles on the odometer, and heaps of dirt glutting its once shiny engine fins, it had a twisted fender, a collapsed crash bar, and a bent clutch lever. What would Alison say? he wondered. Probably the same things she already had, except this time she'd have her mother join in the chorus ... a dirge or ditty of "I-told-you-so's."

He knelt beside the bike and tried to lift it, but couldn't. He strained, this time succeeding in lifting it 2 inches off the ground. Suddenly he remembered something the salesman had muttered about its weight versus his →

FICTION BY JONATHAN LOWE

own: "One thing, partner," the man had almost whispered after the deal was done. "You ain't big, and this bike, it's, well, heavy. So if, God forbid, you drop it out in the yard or somethin', you may need some help gettin' it up."

Heavy? He was incensed at the insinuation. Heavy? It was a beauty and could hit 120 on the highway with a ride that bellowed freedom like an iron stallion and enough power to stay ahead of those tailgaters who'd ridden the bumper of his smoking Datsun all the way to his retail job where he sold evaporative coolers while his wife pecked and his mother-in-law plain old henpecked. It had enough power to weave around the Zeros, as he called them ... those impatient fools with zero tolerance on their way to some singles bar or ball game.

The enemy.

He looked both ways along Old Sonoita Highway and frowned. This old dirt road was good for nothing since they'd paved Highway 83 somewhere to the west. No reason for traffic to use it anymore. People in a hurry to get to Sonoita, and the cooler temps there, would use 83. It was a straighter shot. No curves, no dips, and no gravel to chip your windshield.

A rancher, that was his best bet. He spotted a side road ahead, like a driveway beside a sign which read OPEN RANGE. After setting the gas petcock to off, he took his Harley's keys and set off at a stiff pace.

The narrow driveway rose up over a hill as he walked quickly along it. Near the summit he glanced back, already half-expecting someone to be hoisting his Hog into a pickup truck. Would it be stolen before he could make the first payment? He's already had his first wreck, and Alison and her mother hadn't even figured out the can't-afford-a-baby-now excuse. They were still busy learning the old Datsun's quirks ... like that sudden pull to the left when the brakes were applied sharply. Or how the odometer made a foreboding clicking sound now that it had turned over the big numbers ... with all those zeros staring at him like eyes.

He noticed the dirt drive was cleared in places at the top of the hill to reveal a paved surface beneath. Odd, he thought, a paved driveway leading from a dirt main road. He stopped and looked down at a strange round building half hidden beside a sloping hill of sand. Not a ranch house, certainly, but what? He couldn't see any doors or windows in the edifice, which was like a circular ball rising from a mound of dirt. The top half of a rectangular building was just visible beyond it. So here were two house-sized structures, covered in some kind of dull metal, half buried in the middle of nowhere. Spaceships?

He moved closer. Metal, yes. But with holes in a few places and concrete showing in the holes. Markings that resembled scrapes indented the metal in places. So only the surface was metal. Beneath was concrete, as whoever had tried to get inside had discovered. And underneath the concrete, what?

He climbed up on top of the round building from the back, where the sloping earth gave access. It was a perfect ball, half buried, and still no indication of any door or hatch. What could it ...

He laughed at himself as it came to him. He even remembered reading about these sites in the paper a few years back. Sure! It was an old Titan missile base, abandoned by the military back in the mid '70s. There were a dozen sites like this out in the desert surrounding Tucson, and they'd been sealed in concrete for years, their warheads long removed and dismembered at Davis-Monthan Air Force Base just north of town.

He climbed down and paused, thinking he'd heard something ... like a click. He cocked his head, listening.

Now what?

There it was again. Distinct but distant. Was it coming from the silo? He put his ear against the rough metallic

surface. Nothing. His imagination, most likely. He looked up and saw the frayed end of a broken cable protruding from a hole in the metal hide above him.

Then suddenly another click.

He tried to imagine what might cause such a sound. Heat expanding the metal? A fissure in the concrete? Or a ratchet pulley lifting a Heritage onto a flatbed truck?

He ran up the hill. At the summit, breathless, he looked down at the lifeless stretch of dirt road beyond. In the ditch along it he could see his beloved Hog stretched out on its side as if in pain, a still life of candy red against the gray dirt.

He walked back down to get his jacket, feeling more at ease. And for good measure he put his ear once more to the metal hide of the unearthed control room. The clicking was louder this time, and followed by a humming sound as deep and resonant as a radial arm saw.

From the top of the hill he did a slow, 360-degree turn, looking for ranch houses. Only sagebrush, barrel cacti, more low hills, and the distant peaks of the Santa Rita range stretched in front of him, no doubt crawling with tarantulas, Gila monsters, and Western diamondbacks. He guesstimated 13 miles back to the nearest service station on the other side of I-10. A two- or three-hour hike in the approaching heat of noon, unless he could get over to 83 and hitch. Or maybe a driver would help him? Hey, buddy, can you help me lift my bike—it's out by an old Titan missile site where I just heard what sounds like a missile fueling itself.

No. Better not to mention the sound in the silos. Just the cow. If he stuck with the cow, maybe the driver of that third or fourth car who saw him waving his arms like a maniac would stop, roll down the window a crack, and take pity. Otherwise, fat chance.

He thought he could see it, too ... 83 like a ribbon of asphalt two miles beyond the dull gray behemoth rising from the sand.

As he passed the thing, he threw a rock, which clanged off the top to the edge of the clearing, meeting a low barbed wire fence. It was almost low enough to step over and seemed long rusted, but it had enough jagged curlicues to tear into his new leather chaps. He found another rock and was in the middle of trying to separate a strand of wire from one of the posts when he heard another kind of click behind him. He jerked around to see the muzzle of a .45 automatic staring him in the face.

"Can't read signs?" the old geezer behind the gun said.

"Signs?" he replied, his voice cracking.

The old man was in his mid-70s, and had a pained look about his permanently wrinkled forehead. He wore baggy jeans, patched in places, and a Wrangler shirt rolled above the elbows. A stain of sweat smiled at the armpit of the arm that held the automatic.

"You heard me. Signs, like the one back there at—" The old man had turned to point back at the hill, and stopped. "Well, I'll be damned, they did it again."

"Did what?" Josh asked, casually dropping his rock.

"Or maybe it was you who did it." The .45 lifted up from the vicinity of his crotch to his face again. "You take down the chain with my sign on it?"

"What sign? I didn't see no damn sign."

The old man's crow's feet became folds of prickly skin. "Keep Out sign," he said. "Means—"

"Yeah, I know what it means," Josh told him, feeling some anger amid his frustration. "But there was no sign, and I wrecked my bike over there, and I need help lifting it. Damn it."

The old man looked him over for five long seconds, then lowered his pistol. "Nice jacket," he said. He stuck out his other hand, and held it out. "Name's Kyle Sommers. This is my place now."

They shook hands. "Your place?" →

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"Bought it for a retirement home three years ago. Went on vacation to see my son in Florida a month ago an' when I got back somebody had stolen my sand." He pointed with the barrel of the .45. "Used a dump truck, the bastards, and uncovered the top of the control room. It's high-grade stuff, that sand. Air Force trucked it in here back in the late '60s when they built this place. Kept the place cool as a rabbit's burrow, see."

Or a rattlesnake's, thought Josh.

"What about water and electricity?"

"Got a storage tank underground, fed by a well. And a generator, too. I burn candles mostly, though. Make my own. Actually, I bought two sites, and use the other one for spare parts. One's a museum, you know, and a fourth was bought by some guy from New Jersey who plans to turn it into a cafe. The Lame Duck, he's gonna call it."

"So where do you get in? There's no windows or doors."

Kyle Sommers laughed. "There's a reinforced tunnel on the other side of that hill. My pickup's over there, too."

Josh cleared his throat. "Doesn't it get ... I mean ... boring?"

"No, not really. It's a kick fixing things up. Got me a TV, books, plenty of peace 'n' quiet, and security, o' course. No chance of some punk comin' in and holdin' a knife to my throat. No chance at all. And if somebody like Saddam drops the Big One, I guess I'll live through it, won't I? Will you?"

The old man's laugh was big and booming mad. It meant he knew he'd be dying a peaceful death in his bed below tons of concrete and steel while those in Tucson and around the Air Base worried about crime and nuclear terror.

"So you're alone here, then."

It was more a statement than a question, but Kyle nodded anyway. "Wife's in Florida with the kid. 'Cept he's no kid anymore."

"They ever been here?"

The old man looked up from his boot. "We're not on speaking terms anymore," he said evenly.

Josh shifted stance. "You reckon you could give me a hand with my bike? I ran off the road to miss a cow, and I can't lift it 'cause it's fuckin' heavy."

Old man Sommers flexed a muscle. "Sure, I reckon I could do that. I keep fit. You wanna have a look-see at my setup first? I don't get many visitors."

The tunnel from the iron outer doorway 50 yards behind the sand hill was darker than roof tar. "Nothing to bump your head on," Kyle reassured him. "I removed the rusted ends of the reinforcement bars and the unnecessary fixtures."

"What did you do?" Josh asked.

"I just told you, I—"

"No, I mean what did you retire from."

"I was an engineer," the old man explained. "A civil engineer." They continued walking in the dark. "You?"

"I ... ah ... I repair air conditioners."

"Oh really? Well, maybe you can help me with mine, then."

Josh's voice faltered, his white lie echoing hugely in the close, dark space. "What I mean is those small units ... window units. I don't know much about industrial models. When did you put it in?"

"Recently. Didn't need it before. You'll have a look anyway, won't you?"

He said nothing as the old man opened the inner lock. A sliver of light shot out the crack and widened as the 2-foot-thick steel door was pushed open.

"Watch your feet," Kyle warned.

He looked down at a metal plate that served as a bridge over the threshold. A deep crack ran along the wall all the

HE WALKED AROUND HIS MOCK BRIDGE LIKE KIRK GIVING A TOUR TO A VISITING KLINGON EMISSARY

way around the circular room. Giant springs were mounted at four points connecting the floor platform of the room to the surrounding walls. On the platform sat an array of control consoles, two of which had operating monitors and blinking lights.

"Hey, you got it running. I expected ..." Josh paused, not knowing what he'd expected. Layers of dust 20 years old? Piles of *Playboy* magazines dating back to the beginning of the Cold War? He certainly hadn't expected a fully functional control room set up like the *Star Trek* bridge, complete with assorted buzzing and clicking sounds. He half expected Spock to enter and proclaim it fascinating.

"That's the generator," Kyle replied. "Don't like to run it too much—uses fuel. Mostly I use candles, like when I get up to take a piss and need to aim." He walked around his mock bridge like Kirk giving a tour to a visiting Klingon

emissary. "Those springs keep this room safe from shock waves—handle anything but a direct hit. The monitors give readouts of system functions—temperature, humidity, that kind of thing, as well as silo observation."

Josh touched one of the monitor's screens. "But there ... there's a missile in there now."

"Just a tape for effect." The old man flipped a switch. "See, it's a television set this time. *The Price is Right* ... and it was." He laughed and flipped it again. An image of the clearing outside appeared. "Here's how I knew you were out there. Got a camera hidden, ran a cable through a fissure in the concrete below ground. It wasn't easy, believe me."

"I'll bet."

"Now, about that air conditioner ... you wanna lend me a hand? Then I'll help you with your bike."

"Great. Can I use your bathroom first, though? Have to, well ... take a leak."

Old man Sommers grinned and pointed to another opening on the far side of the control room. "Watch your feet, then straight ahead twenty yards or so."

Josh stepped onto another metal plate, and over the threshold into a second tunnel. "Will I need a candle?" he called back.

Sommers didn't answer, already engrossed in his monitors.

He made his way up the narrow tunnel toward a glimmer of light at the end. The other building, he realized. The tunnel led to the rectangular structure he'd seen half buried in sand outside. And, sure enough, it opened up into a bedroom of sorts, with a single bare bulb in the center of a low stone ceiling supported by heavy iron pillions running vertically every 6 feet or so.

The walls looked thick. Maybe they were 20 feet thick. It certainly felt cooler in here than in the control room, and the sound of the generator was absent. He walked around the bed, which was no more than a cot, with its thin soiled mattress visible beneath a mussed sheet. On the far side of the room was the toilet, open to the room, its lid up. Not married, for sure. Beside the toilet was a shower stall, then a bookcase, a dresser, and a picture of a shirtless young man on a Gallon crawler-tractor hung on the wall over the dresser. Behind the tractor in the photo were two large cement trucks with military insignias on them. Behind them stretched the familiar sawtooth shapes of the Santa Rita mountains. He leaned closer for a better look. The man in the tractor held up one thumb and grinned. A bumper sticker atop the tractor's cowl read LIVE FAST, DIE YOUNG. →

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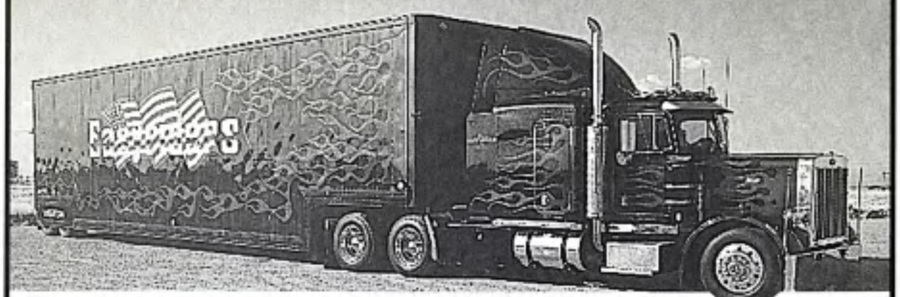

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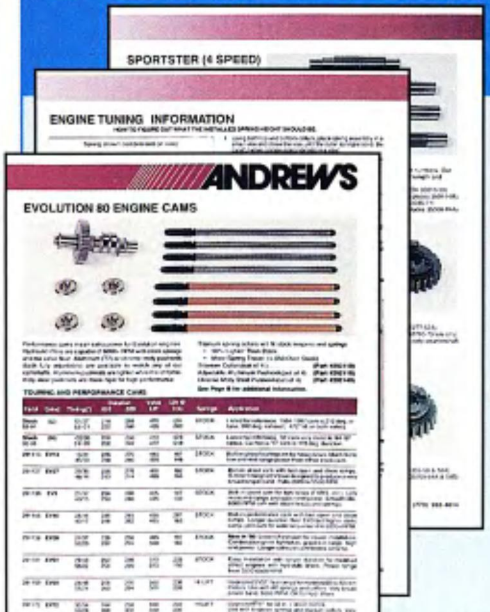

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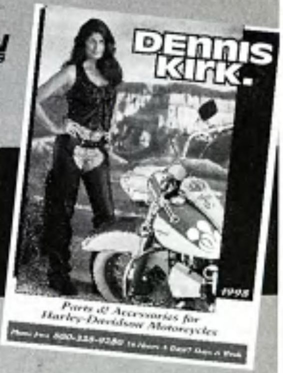

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As he dribbled into the toilet bowl, careful of his aim, he stared back at the other door, hoping something in there might lend cheer to these otherwise bleak living quarters. Obviously the old man spent most of his time elsewhere in the complex, or he would have put up some wallpaper, a new coat of paint, some posters, a cactus plant, anything. But maybe he just wanted to keep it looking like the military installation it once was, though. It was, after all, a time-consuming hobby ... or obsession. He tried to imagine having such a place himself. What would Mother Starke say about that? He chuckled at the thought of telling her. Hey, Edna, guess what? I bought me a missile bunker, and when the Big One hits you're gonna be outside without a key. No grandson for you to poison against me, no ma'am. 'Cause I got the power now. Damn if I don't.

He zipped up and reached down to drop the toilet seat, but stopped and smiled instead. It wasn't right, of course, to be thinking such thoughts. Alison deserved a baby if she wanted one so bad. It was true the world was becoming an overcrowded hell-hole, but maybe it wouldn't be so bad if they pulled together. "Give Peace A Chance." Wasn't that the slogan back in '68? What was he afraid of? A second motorcycle wreck might decapitate him—was a baby really so horrible?

Before flushing, he decided to take a peek in that other door ... the "closet." Looking up the tunnel he could see old Kyle busy at his consoles, maybe switching between *Jeopardy*, *Oprah*, and the *Home Shopping Network* in hopes of a newscast predicting Russia's conquest of Israel within 48 hours.

He slid the door open carefully, surprised by the size of what he thought was a closet. Beside the bent metal clothes rack was a sink, a table with a hot plate on it, and a larder stocked to the ceiling with canned goods ... cases of Hormel Chili (no beans), Del Monte Fruit Cocktail, Campbell's Split Pea & Ham soup, and a generic creamed corn. Next to the canned goods were cases of Kraft Macaroni & Cheese dinners, powered milk, and a row of Hamburger Helper—the little helping hand with a smile across its palm as if to say, "Have a nice day." All in all, it was enough to feed a platoon for a month.

Beyond was a smaller card table with a battered game of solitaire laid out, half played. Something was framed on the wall over the card table, but he couldn't see it clearly so he turned on the overhead light and went in.

It was a newspaper clipping. *Lawsuit Unsuccessful*, the headline stated. The article read: *Dr. Kyle Sommers, an engineer for Davis/Monthan's Systems Compliance unit, failed in his attempt to sue the Veteran's Administration over its refusal to take his son Patrick's case. Patrick Sommers, Dr. Sommers' only son, died of heart failure resulting from complications connected to Agent Orange disbursement during the Vietnam War, and it was thought at the time that ...*

The article continued, but he didn't. He ran back to the toilet, flushed it, and returned for only a moment longer.

... The defoliant would not have future toxic effects, and the VA in Tucson has so far failed to accept such cases from area veterans.

"So, are ya piss poor now?" Sommers asked, giving a laugh as he looked up from his flashing consoles.

"Yeah, I guess so. Always have been, though. My bike, it's about the nicest thing I've ever owned."

"That right?"

He watched the old man flip toggles and throw levers, and then he wiped a thin sheen of sweat from his own forehead. "Yup, I never had a son to play with ... not like you had. Never had a place as nice as this to play in, either. What exactly are you doing?"

"Oh, I'm just firing up that new air conditioner I installed. Wanna give me a hand?"

"Sure, what can I do?"

A thin Buddhist's smile. "Just go over to that console near the wall over there, see it?"

"Yeah ..."

"You, well, turn that red key that's—"

"This one?"

"That's the one, but wait a sec ... at the count of three, OK?"

"You gonna help me lift my bike afterward, right?"

"Your bike? Oh sure. You think I can't? Think your ol' man's too old, do ya?"

"I didn't say—"

"Steady now. Cross your fingers. One ..."

He gripped the red key. The heat felt oppressive. Poor old geezer, he thought. Pretending his son's still alive, too, locking himself up like this.

"Two ..."

Plenty of bastards out there to hide from, but if people only pulled together, helped each other out, it'll be all right.

"Three!"

After all, didn't one good turn deserve another? ⊙

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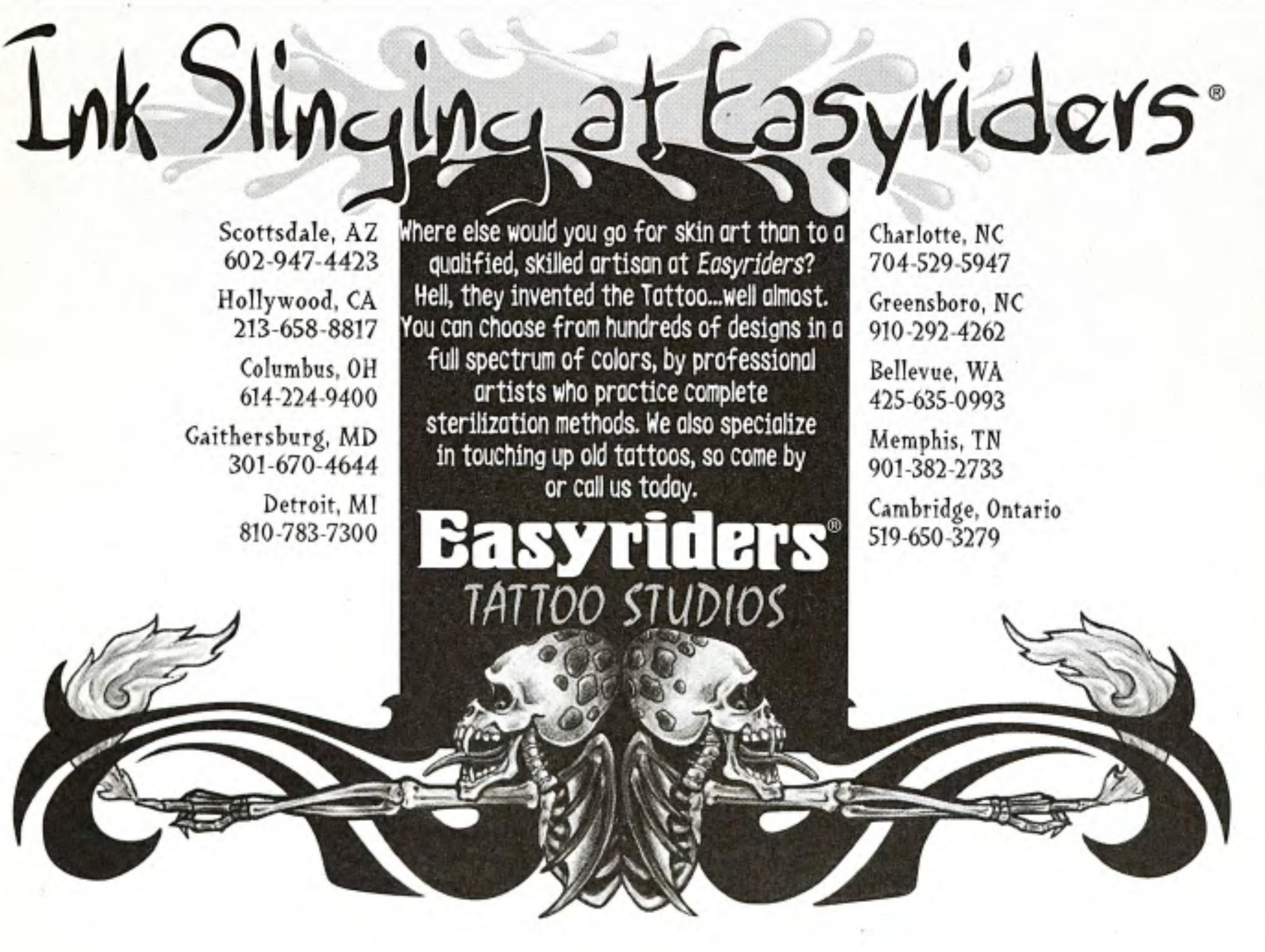

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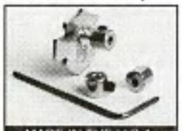
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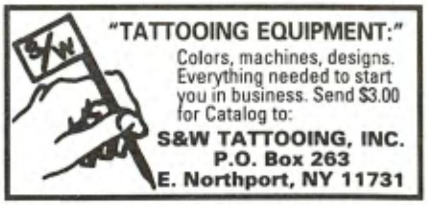
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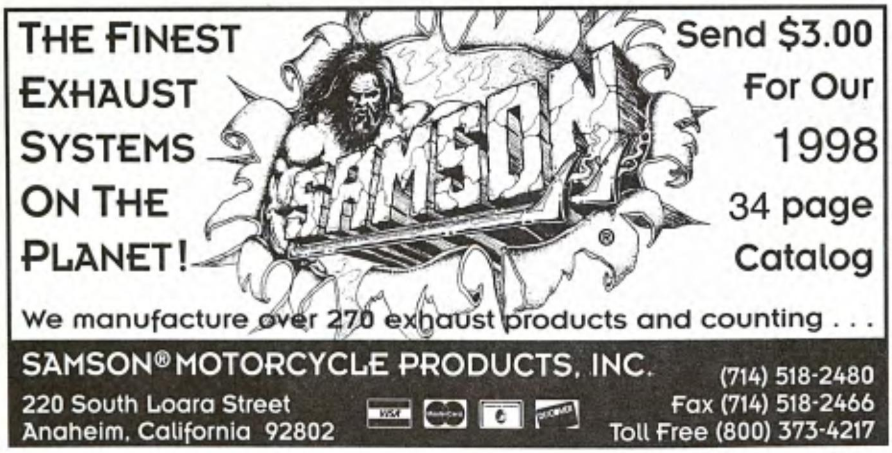
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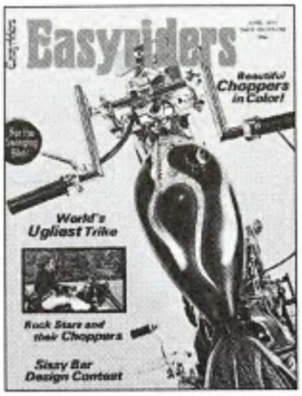

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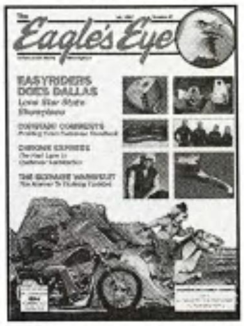

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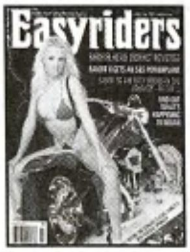

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YOUR GUIDE TO LACONIA'S 75th

It's the 75th anniversary of the oldest running motorcycle event in the country, and it's gonna be a blowout! Mark your calendars, get your sled in shape, and be in New Hampshire June 14-21 for the biggest biker bash ever. Racing freaks refer to it as the "Loudon Classic," while others call it "Laconia Bike Week." By week's end, everyone will agree there's not a motorcycle event like this anywhere else in the world!

With hundreds of motels and campgrounds within an easy putt of the action, you should have little trouble finding a place to stay. Check the listings here, or log on to www.state.nh.us, the state-sponsored Web site, for visitor information. Chances are good you'll find that pine-tree-shaded campsite or lakeside cabin New Hampshire is famous for. Be sure to register at Rally Headquarters, located at the Lobster Pound at Weirs Beach. If you ride from far enough away, you could take home one of many Rally trophies awarded by the Lakeside Sharks MC. After many years as a weekend event, this club was instrumental in reorganizing the Rally back into a week-long celebration that only gets bigger and better.

One of the more popular events is the AMA Gypsy Tour Parade from Weirs Beach to the New Hampshire International Speedway (NHIS) in Loudon. The parade ends with a couple of laps around the track, but if your bike spits oil, you won't be allowed on the course. So get out those wrenches and tighten 'er up!

In addition to the NHIS schedule, there'll be vintage motorcycle road racing (the first since 1963) on an asphalt track at the Gunstock recreation area. In keeping with tradition, only snow fencing and hay bales will separate racers from spectators. Besides the vintage racing and AMA-sanctioned hillclimbs, Gunstock also has several tree-shaded camping areas to accommodate tents, pop-ups, and RVs. There'll also be a POW-MIA Freedom Ride, scenic tours, poker runs, and flattrack racing. If going fast isn't your thing, there'll be an AMA-sponsored slow race with $600 going to the last bike to cross the finish line.

For food freaks, there's a chili cook-off, a pig roast, and a chicken BBQ—and that's just page one of the menu. (If you're anywhere near the intersection of Routes 3 and 49 in Campton, stop at the Sunset Grill for the best "chowda" and clam cakes north of Rhode Island. I make the place a regular destination putt just for their apple crisp desert.)

Continuing on a food theme, the Broken Antler will feature women's Jell-O wrestling. They'll also host a wet T-shirt contest, a tire burnout competition, and a tattoo contest with trophies awarded in all kinds of categories. If you pack a hot stick, there's the Best of the Bikers 8-Ball Tourney at the Christmas Island Steak House with $1,500 going to the winner. If you're planning on getting hitched during your stay, the good

Photos: Cyclops

folks at Rally Headquarters will help you make arrangements. About 12 couples tied the knot last year, with one ceremony held atop the observation tower!

Harley-Davidson and Buell will be at NHIS for demo rides, with other manufacturers offering rides from various locations throughout the area. For those of us into picture taking, there'll be a photo exhibit at the Belknap Mill Gallery in downtown Laconia, not to mention all the photo "ops" along Lakeside Avenue. The Marshall Tucker Band and the Charlie Daniels Band are scheduled in the concert department, while many watering holes will feature some of the best local bands around.

A slew of exhibitors and vendors will be located throughout the area, with the biggest concentration at the Weirs Beach Drive-in and Lobster Pound.

The MS Mt. Washington makes regular trips around Lake Winnipesaukee, offering spectacular views of the surrounding mountains. Landlubbers can take the Weirs Beach Shuttle, a train running hourly between Lakeport, Weirs Beach, and Meredith, where it ends—conveniently enough—at the Harley dealer.

As with any event this size, scheduling changes will occur, so I highly recommend signing up for the *Laconia Rally News*. It's the source for official, up-to-date Rally info, and it's free. Write to the Laconia Motorcycle Rally & Race Week Association: LMRRWA, P.O. Box 5399, Laconia, NH 03247, or call (603) 366-2000 for a vendor packet.

If nothing I described here trips your trigger, floats your boat, or peels your banana, have a relative pull your plug. Otherwise, I'll keep an eye out for ya!

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(603) 524-2690 or
(800) 284-6985

Summit Resort
(800) 563-7060

Sun Valley Motel/Cottages
(603) 366-4945

Super 8-Tilton
(603) 286-8882

Thistle & Shamrock Inn
(603) 938-5553 →

Tower Hill Cottages
(603) 366-5525

Town Line Motel
(603) 366-5570

The Valley Inn
(800) 343-0969

Weirs Beach Motel/Cottages
(603) 366-4604

White Oak Motel
(603) 968-3673

Winnipesaukee Motel
(603) 399-9794/366-5502

Yankee Trail Motel
(603) 968-3535

Bed & Breakfast
Brook & Bridle
(800) 366-4883
603) 569-2707

Cartway House
(800) 254-1172
(603) 528-1172

Ferry Point House
(603) 524-0087

The Temperance Tavern
(603) 267-7349

Camping
Clearwater Campground
(603) 279-7761

Gunstock Recreation Area
800-GUNSTOCK
(603) 293-4341

Meredith Woods
(800) 848-0328
(603) 279-5449

Mountain Pines
(603) 786-9934

Pine Hollow Camping
(508) 647-1966

Yogi Bear's Jellystone Park
(603) 968-9000

Laconia 75th Services
Airports
Laconia Airport Authority
65 Aviation Dr., Gilford
(603) 524-5003

Pemi-Riverside Airport
N. Ashland Rd, Ashland
(603) 536-9808

Plymouth Mun.Airport
Quincy Rd., Plymouth
(603) 536-9647

Concord Airport
71 Airport Rd., Concord
(603) 229-1760

Towing
AAA Winnipesaukee Towing,
Laconia, (603) 524-1870

A&H Automotive
Rumney, (603) 786-9555
Campton, (603) 726-4448

Auto Rescue Towing
Meredith, (800) 995-4869

Bayside Road Service
Laconia, (603) 524-9360

CHTS Towing
Center Harbor,
(603) 253-9059

Certified Mechanics of Plymouth, (603) 536-1900

Drew's Wrecker Service
Tilton, (603) 286-8087

Lakes Region Towing, Inc.
Lakeport, (603) 524-4143

Pemi Towing
Ashland/Plymouth,
(603) 536-0163

Aircraft Charter
Air Transport, Inc.
Plymouth, (603) 536-7244

Concord Aviation Svcs.
Concord, (603) 228-2267

Emerson Aviation, Inc.
Laconia, (603) 293-7980

Sky Bright Inc.
Gilford, (603) 528-6818

White Mountain Helicopter
Hill, (603) 744-6232

Seaplane Services, Inc.
Lakeport, (603) 524-0446

Chambers of Commerce
Belknap Co. Economic
Development Council
Laconia, (603) 524-3057

Campton
(603) 726-3804

Center Harbor/Moultonboro
(603) 253-4582

Greater Franklin-Tilton
(603) 934-6909

Laconia/Weirs Beach
(603) 524-5531

Lincoln/Woodstock
(603) 745-6621

Meredith
(603) 279-6121

Newfound Region
(Bristol) (603) 744-2150

Plymouth
(603) 536-1001

Squam Lakes Area
(Ashland) (603) 968-4494

Amusements
Baron's Billiards
131 Lake Ave, Gilford
(603) 528-5001

Funspot
Route 3, Weirs Beach
(603) 366-4377

Jurassic Place
Route 3A, Bristol
(603) 744-5515

Lost River Reservation
North Woodstock
(603) 745-8031

Phasers Laser Tag &
Arcade
Lakeside Ave., Weirs Beach
(603) 366-5052

Polar Caves Park
Route 25, Rumney
(603) 536-1888

Tilton 500
Route 3, Tilton
(603) 286-8310

Whale's Tale Water Park
Route 3, Lincoln
(603) 745-8810

Winnipesaukee Pier &
Arcade, Weirs Beach
(603) 366-5188

Boat Renting/Leasing
Anchor Marine Corp.
Weirs Beach
(800) 366-8119 or
(603) 366-4311

Captain's Boat Rentals
Route 3, Winnisquam
(603) 524-1412

Fay's Boat Yard
Varney Point, Gilford
(603) 293-8000

Glendale Marine Ltd
17 Dock Rd., Gilford
(603) 293-2007

Goodhue & Hawkins
Navy Yard
Sewall Rd., Wolfeboro
(603) 569-2371

Meredith Marina
Bay Shore Dr., Meredith
(603) 279-7921

Shep Brown's Boat Basin
31 Lovejoy Sands, Meredith
(603) 279-4573

Silver Sands Marina
Route 11B, Gilford
(603) 293-7200

Thurston's Marina
Weirs Beach
(603) 366-4811

Weirs Beach Marine
Winnipesaukee Pier
(800) 366-8119

Weirs Beach Waverunners
Winnipesaukee Pier
(603) 366-4094

Wild Meadow Canoes
Route 25, Center Harbor
(603) 253-7536

Winnisquam Marine
Route 3, Winnisquam
(603) 524-8380

Winnisquam Water Sports
850 Laconia Rd., Tilton
(603) 527-2692

1-Hour Photo Finishing
A Photo Finish
189 Union Ave., Laconia
(603) 524-2082

Color Pro Studios
Inside Ames, Belknap Mall,
Belmont
(603) 524-1160

Freeze Frame Foto
Route 104, Meredith
(603) 279-1334

Oliver Photo & Camera
Eagle Square, Tenney
Mountain Hwy., Plymouth,
(603) 326-1286

Rite Aid Express
71 Summer St, Bristol
(603) 744-2652
Lincoln Ctr., North Lincoln
(603) 745-6232
Town Line Plaza, Tilton
(603) 286-7398

Wal-Mart
39 E. Main St., Tilton
(603) 286-4827

Winnipesaukee Photo
55 Main St., Meredith
(603) 279-2456

Camping Equipment
Hanney's Tent &
Camping Supplies
4 Maple St, Meredith
(603) 279-7010

High Peaks
7 South Main St., Concord
(603) 226-4211

North Country Outfitters
Main St., Lincoln
(603) 745-8735

Paquett's Sporting Goods
645 Union Ave., Laconia
(603) 524-1017

Plymouth Ski & Sports
103 Main St., Plymouth
(603) 536-2338

Riverside Cycles
Route 3, Ashland
(603) 968-9676

Tattooing:
Crows Creations
455 S. Main St., N. Conway
(603) 356-5551

Gale's White Mtn. Tattoo
Route 16, Conway
(888) 884-8288

Hollywood Ink
Weirs Beach
(603) 366-2425

LA East House of Tattoo
49 Elm St, Laconia
(603) 524-6908

Millennium Tattoo
Main St., N. Woodstock
(603) 745-3454

Old Skool Tattoo
Canal St., Laconia
(603) 528-7695

Razor's Edge Tattooing
277 Main St., Tilton
(603) 286-7164

Screaming Needles Tattooing
Route 1, Seabrook
(800) 750-7742

Bike Shops/Repair
AJ Welding
Cotton Hill Rd.
(603) 279-6331

American Cycle
Route 106, Belmont
(603) 528-4118 24-hr serv.

BCM Motorsports
229 Messer St., Laconia
(603) 524-4898

Concord Motorcycle Shop
12 Sandquist St., Concord
(603) 228-0364
Open all week, road calls

Cycle Warehouse
Route 107, Laconia
(603) 528-1957

Franklin Auto & Cycle
168 Central Ave., Franklin
(603) 934-4711

Freedom Cycle
105 Manchester St.,
Concord
(603) 225-2779; road calls

Goodhues Rad Rides
315 Laconia Rd., Tilton
(603) 286-7583
Open all week, all brands

Heritage Harley-Davidson
142 Manchester St.,
Concord
(603) 224-3268

Hi-Per Cycle
North Village Rd., Loudon
(603) 783-9504

Meredith Harley-Davidson
8 Maple St., Meredith
(603) 279-4526

Northeast Cycle
Route 3, Tilton
(603) 286-3312

Power Stroke
Route 106, Belmont
(603) 528-6685, 934-5759
24-hour service

Trailblazers
Route 16, Tamworth
(603) 323-7669

On-Going Daily Events
Rally Headquarters Opens
Where: Lobster Pound,
Weirs Beach
When: 8 a.m.-midnight

AMA Nat'l Gypsy Tour Reg.
Where: Rally Headquarters
When: All day

Camel Roadhouse Tent
Where: Lobster Pound
When: All day

Merrimack Valley 5th
Chapter Rally Events
Info: (603) 524-7668

Motorcycle "Wall of Death"
Where: Weirs Beach
When: 10 a.m.

Photographic Exhibit
Where: Belknap Mill Gallery
When: 9 a.m.-5 p.m.

BIKE WEEK CALENDAR
SATURDAY, JUNE 13
AMA-Sanctioned Flattrack
Where: Canaan
Info: (508) 874-1732

New England Amateur
Championship Road Racing
Where: NHIS
When: 9 a.m.

Vintage Motorcycle Show
Where: Landmark Inn,
Downtown Laconia
When: 10 a.m.

SUNDAY, JUNE 14
Kickoff Breakfast
Where: Hart's Turkey
Farm Restaurant
When: 8 a.m.

New England Amateur
Championship Road Racing
Where: NHIS
When: 9 a.m.

Vintage M/C Road Racing
Where: Gunstock
When: Noon

Welcome Vendors Dinner
Where: Karl's Restaurant
When: 7 p.m.

MONDAY, JUNE 15
AMA Gypsy Tour to
Motorcycle Grand Prix
Where: Leaves from Rally HQ
When: 10:30 a.m. sharp

Vintage M/C Grand Prix
Where: NHIS
When: 11 a.m.

Poker Run
Where: Broken Antler
When: Signup before 10 a.m.

Fireworks Show
Lakeside Sharks MC
Where: Weirs Beach
When: 10 p.m.

TUESDAY, JUNE 16
DARE Poker Run
Merrimack Valley 5th Chap.
Where: Leaves Rally HQ
When: 10 a.m. sharp

Guided Scenic Tours of
Lakes & Mountains
Where: Rally HQ
When: Leaves 10:15 a.m.

Penguin Racing School
Where: NHIS
When: Call (603) 783-4744

Tire Burn-Out Day
Where: Broken Antler
When: 1 p.m.

Chili Cook-off
Where: Funspot
When: 6 p.m.

Best of Bikers 8-Ball Tourney
Where: Christmas Island
Steak House
When: 7 p.m.

WEDNESDAY, JUNE 17
AMA Sanctioned Hillclimb
Where: Gunstock
When: noon, gates open 9

Guided Scenic Tour of Lakes & Mountains (ends at AMA Hillclimb)
Where: Leaves Rally HQ
When: 9:30 a.m. sharp

Motorcycle Swap & Pig Roast
Where: Belknap Fairgrounds
When: 9 a.m.-6 p.m.

H-D Museum, H.O.G. Pit Stop Tent, Buell & Harley Demo Rides
Where: NHIS, South Gate
When: 9 a.m.

AMA National Gypsy Tour Slow Races (open to all)
Where: Downtown Laconia
When: 1 p.m.

Best of Harley Bike Show
Where: Black Cat, Laconia
When: 3 p.m.

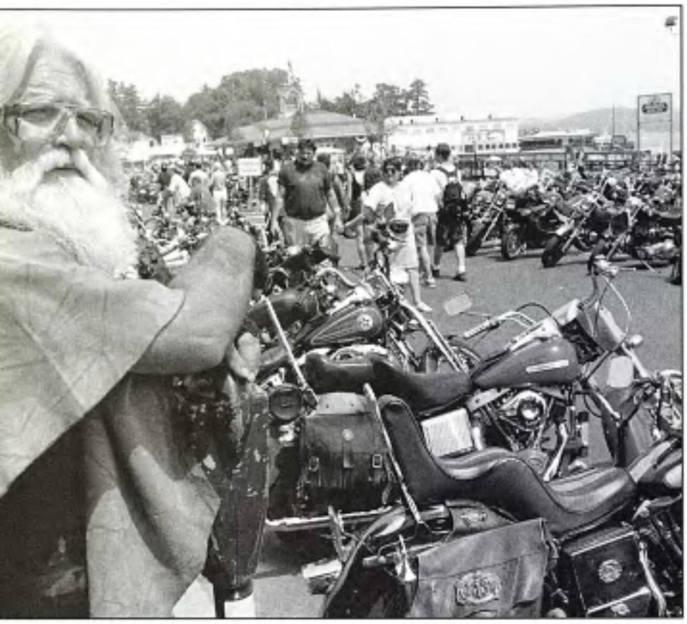
Women's Jell-O Wrestling
Where: Broken Antler
When: 4 p.m.-7 p.m.

Preliminary Banana Contest
Where: Road Kill Cafe
When: 4 p.m.-7 p.m.

FRIDAY, JUNE 19
Loudon Camel Classic
Where: NHIS
When: 8:30 a.m. practice, 2:30 p.m. qualifying

H-D Museum, H.O.G. Pit Stop, Buell & H-D Demos
Where: NHIS, South Gate
When: 9 a.m.

Guided Scenic Tours of Mountains & Lakes
Where: Leaves Rally HQ
When: 10 a.m. sharp



Preliminary Banana Contest
Where: Road Kill Cafe
When: 4 p.m.-7 p.m.

Marshall Tucker Band live
Where: Meadowbrook, Gilford
When: 6 p.m.
Ticket info: (603) 528-5550

Catered Reception (H.O.G. members who rode from Milwaukee)
Where: Stonewall Corners
When: 6 p.m.

LA East Tattoo Show
Where: Broken Antler
When: 6 p.m.-11 p.m.

Best of Bikers 8-Ball Tourney
Where: Christmas Island Steak House
When: 7 p.m.

THURSDAY, JUNE 18
Harley-Davidson Museum H.O.G. Pit Stop Tent, Buell & Harley Demo Rides
Where: NHIS, South Gate
When: 9 a.m.

Guided Scenic Tour of Mountains & Lakes
Where: Leaves Rally HQ
When: 10 a.m. sharp

H.O.G. Poker Run
Where: Meredith H-D
When: Sign up by 10 a.m.

AMA Sanctioned Motocross
Where: Jolly Rogers Moto-Sports Park
When: noon

Chicken BBQ
Where: Hesky Park, Meredith
When: noon

Charlie Daniels Band live
Where: Meadowbrook, Gilford
When: 6 p.m.
Ticket Info: (603) 528-5550

Music at the Market Place
Where: Weirs Beach
When: 6 p.m.-midnight

POW-MIA Freedom Ride
Where: Lakes Region Kmart
When: leaves 6 p.m. sharp

AMA-Sanctioned Flattrack
Where: Jolly Rogers Moto-Sports Park
When: 7 p.m.
Info: (508) 874-1732

Music At The Tent
Where: Funspot
When: Afternoon till ...?

Fashion Show
Where: Funspot
When: 7 p.m.

Best of Bikers 8-Ball Tourney
Where: Christmas Island Steak House
When: 7 p.m.

Free Coffee House (hosted by New Covenant Riders & Christian M/C Association)
Where: Trinity Church Hall, Weirs Beach
When: noon-midnight

AA Meeting
Where: Trinity Church Hall, Weirs Beach
When: 8 p.m.

Motorcycle Swap Meet & Pig Roast
Where: Belknap County Fairgrounds
When: 9 a.m.-6 p.m.

H.O.G. Poker Run
Where: Meredith H-D
When: Sign up by 10 a.m.

Camel Tour
Where: Leaves Rally HQ
When: 10:30 a.m.

Swap Meet, Antique & Custom Bike Show, Concert
Where: Belknap Fairgrounds
When: 9 a.m.-6 p.m.

Music at the Market Place
Where: Weirs Beach
When: Noon-Midnight

Biker Fashion Show
Where: Market Place, Weirs Beach
When: 8:30 p.m.

Banana Contest Finals
Where: Road Kill Cafe
When: 4 p.m.-7 p.m.

Music at the Tent
Where: Fun Spot
When: Afternoon till ...?

Ms. Broken Antler Contest
Where: Broken Antler
When: 6 p.m.-11 p.m.

AMA-Sanctioned 1/2-mile Flattrack Racing
Where: Rochester Fairgrounds
When: 7 p.m.

Best of Bikers 8-Ball Tourney
Where: Christmas Island Steak House
When: 7 p.m.

SATURDAY, JUNE 20
Motorcyclists Breakfasts
Where: Meredith Fire Station/Winnisquam Fire Station, Route 3
When: 7 a.m.

Loudon Camel Classic
Where: NHIS
When: Qualifying practice 8 a.m.; Two 250 Grand Prix Qualifying Races, 750 Supersport Race 12:30 p.m.

Custom Bike Show (sponsored by Nempco for MDA)
Where: Fun Spot
When: 9 a.m.

H.O.G. Poker Run
Where: Meredith H-D
When: Sign up by 10 a.m.

Rally Trophies Awarded
Where: Rally Headquarters
When: 1 p.m.

Second Int'l Bike Show Hosted by H-D Int'l
Where: Town Square, Waterville Valley
Info: (603) 236-4136

Tattoo Showdown
Where: Market Place, Weirs
When: 8:30 p.m.

Benefit Pig Roast
Where: Broken Antler
When: 1 p.m.-3 p.m.

Wet T-Shirt Contest
Where: Broken Antler
When: 4 p.m.

Best of the Bikers 8-Ball Tourney—finals
Where: Christmas Island Steak House
When: 7 p.m.

AMA-Sanctioned Flattrack
Where: Canaan
When: 7 p.m.
Info: (508) 874-1732

Free Coffee House Christian Motorcyclists Association
Where: Trinity Church Hall, Weirs Beach
When: 7 a.m.-Midnight

Bikers Worship Service
Where: Trinity Church Hall, Weirs Beach
When: 9 a.m.

Swap Meet
Where: Belknap Fairgrounds
When: 9 a.m.-6 p.m.

Motorcycle Auction
Where: Belknap Fairgrounds
When: 2 p.m.

AA Meeting
Where: Trinity Church Hall, Weirs Beach
When: 8 p.m.

SUNDAY, JUNE 21
Loudon Camel Classic
H-D TwinSports, 600 Supersport Race,250 Grand Prix, 75th Loudon Camel

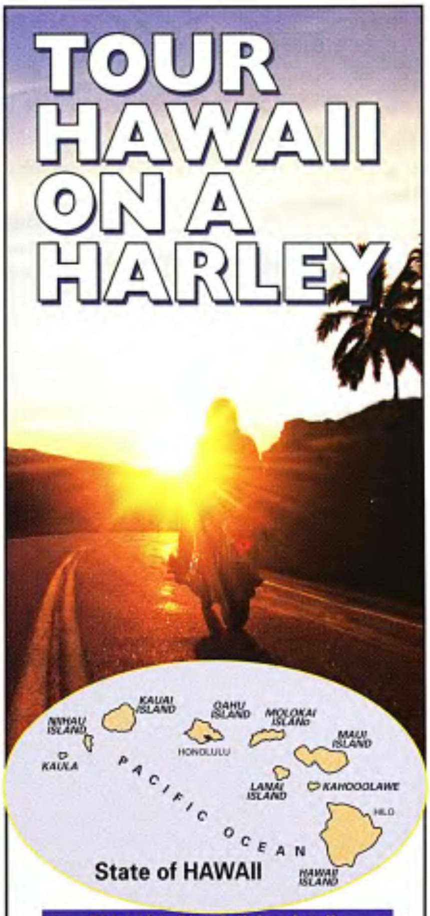
AMA Superbike & Jimmy Adamo Memorial Race
Where: NHIS
When: Call (603)783-4744

Biker's Worship Service
Where: Trinity Church Hall, Weirs Beach
When: 7:30 a.m. & 11 a.m.

Service for all Motorcyclists
Where: S. Baptist Church
When: 7:30 a.m.

H-D Museum/H.O.G. Pit Stop/Buell & H-D Demos
Where: NHIS, South Gate
When: 9 a.m.

Motorcycle Parade to NHIS
Where: Weirs Beach
When: 10 a.m. ⊙



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BANDIT II HEADLIGHT TREATMENT

The Headlight Master Waves His Wand

Russ Tom at Downtown Seattle H-D designed the fairing for the Bandit II. The original concept discussed between Bandit and Joel Felty, the master engineer and machinist behind Headwinds Headlights, involved a state-of-the-art flip-up headlight. That was almost nine months ago, and plenty of that time was spent amidst research.

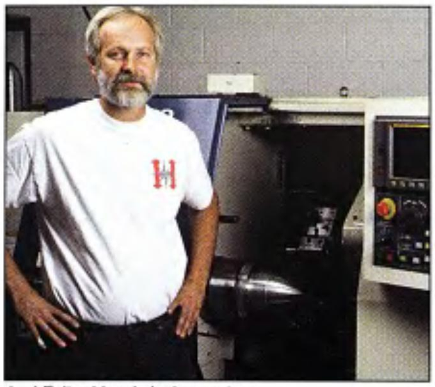
First, Joel installed the fairing on a mock-up narrow glide, then he stole a junkyard of compact cars and began a lengthy process of Frankenstein-like proportions. He tried one system after another, but a thought lingered in the back of his mind. He's spent five years of his precious life designing, engineering, and fabricating the finest headlight in the industry, and this unit would not showcase his talents in the least, although the challenge was stimulating. So Bandit wasn't surprised when Joel called one blistering afternoon and in a very soft voice said, "Say, Bandit, whaddaya doing this afternoon?"

"About a thousand things, Joel," Bandit barked into the phone in his usual less-than-courteous tone. "Whaddaya got in mind?"

"I need you to come down here and look this fairing over," Joel said and quickly hung up the phone. Bandit stormed out of the garage.

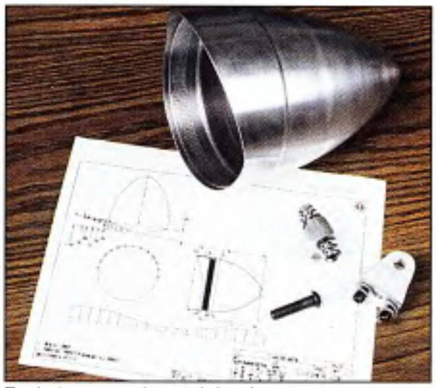
Joel worked for Performance Machine for eight years, but for the last three he began to conceive a notion to make his own parts. Headlights appear to be reasonably simple devices, but that isn't the case. It took Joel nine months, on a part-time basis, to work out the first concept. In September '92 he completed his first mechanical drawing and in May of '93 the first one was made.

Here's just a rough sketch of what goes into one of Joel's aluminum headlights: First he selects the correct aluminum, which takes some trial and error testing to determine. The billet material is then sheared into square chunks and circle cut. Then it's preform pressed and chucked into a spinning lathe and push-formed over a



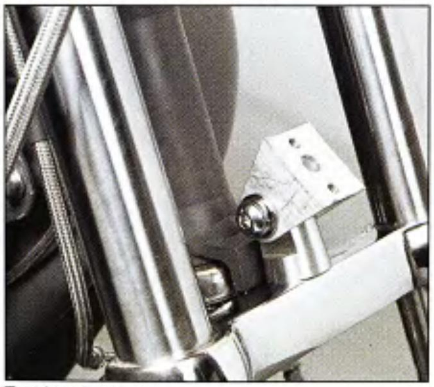
Joel Felty, Headwinds master.

Final bucket machining.

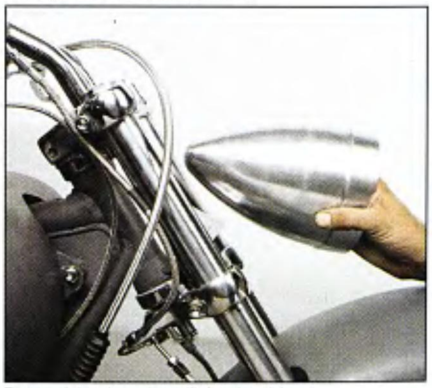


Bucket accessories and drawing.

Drilling hole for center bracket.



Test bracket in place.



Determining how headlight should set.

Marking shell for bracket.

Punching aluminum.

mandrel. Since the inside of each headlight housing is threaded, it becomes a mechanical unit and must have precision integrity. So each bucket is heat-treated, then trued. Finally, it's chucked in another CNC lathe and the outside contour is cut to a fine finish to enhance the polishing process. The unit is then counter-bored and threaded, and finally faced off.

Another block of aluminum is profiled and surface-milled to insure a precise fit with the body for the integrity of the chrome. As Joel spelled it out, everything in the design and engineering of this product is geared for the last two stages of completion: polish and chrome. If the bracket doesn't fit properly and mars the chrome, the unit is toast and not sellable.

Finally the headlight ring is turned, threaded, and the bezel is finished. Absolutely everything on Headwinds headlights is made in America, including the wiring pigtail. Before Joel packages and ships, each component is cleaned thoroughly and any imperfections are buffed out. "Because a headlight is a major focal point on a bike and all the surfaces are visible, I can't afford to have a bad side to the chrome. It must be perfect from one end to the other," Joel said.

As Bandit stood in Joel's small shop on the back streets of Sierra Madre, California, he was astonished at the complexity involved in the operation of making a goddamn headlight. As Bandit studied Joel's new rocket design and looked over the long, sweeping lines of the bike, Joel told him that while he was initially pleased with the design of his lights, he was still concerned about fatigue. He made them with aluminum, partially because it is more ductile than steel and more forgiving with extended vibration. But to test his theory, he designed a shaking machine. He took a headlight through a 10-million-cycle-test, although standard engineering practices only require 6 million cycles to prove endurance and strength. Joel was hell-bent to fabricate a quality component that functioned as well as it looked.

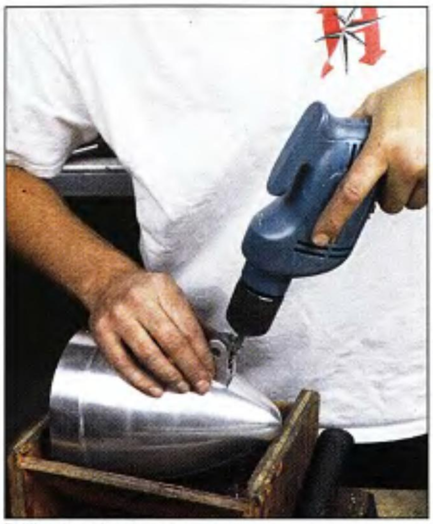
Bandit gazed at the rocket and remembered the recent '30s-era movie *The Rocketeer,* and it hit him. What if Joel designed a set of special headlights on a narrowed light bar for the Bandit II? "Well?" Bandit said, waiting for a reaction from Joel. "This concept of the art deco headlight bar with small elongated spots showcases your talents and adds another deco touch to the overall concept of the machine."

"I was hoping you'd say that," Joel said, kicking the fairing behind the door to his office.

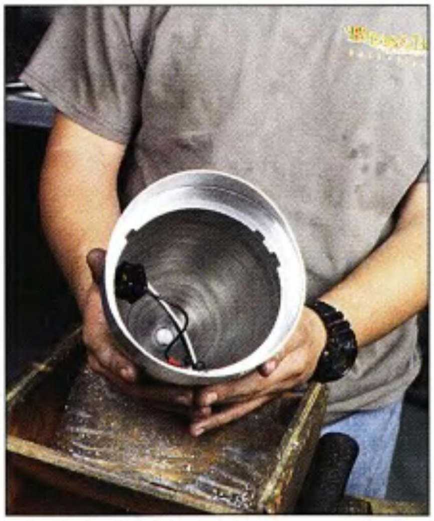
So here's the plan: Joel is making a new-style, rocket-series, 5 3/4-inch diameter headlight for the Bandit II with a special Widow's Peak visor. The two spots will be narrowed rockets, 2 inches in diameter, with Widow's Peak bezels. A specially designed taillight will mirror the 2-inch units, although it might be shorter in order to fit on a custom bracket to the rear fender. As Bandit left the shop to find the best burrito in Pasadena, Joel began to design a special narrowed light bar to carry the rocket lights. Each of Joel's headlights has a free-form reflector that has tiny facets, unlike the parabolic standard used for years in cars. Parabolic reflectors must be coupled with fluted lenses that bend the light beams and significantly reduce the light intensity. Joel's lights have clear lenses that allow the free-formed reflected light to be brighter and whiter. This system is gradually taking over the car market.

After the master is finished with the headlights, Bandit has one component to master—the exhaust system. Don't miss the hand-fabricated exhaust pipes from Bay Area Custom Cycles. Then it's off to the famous Horst for a paint job.

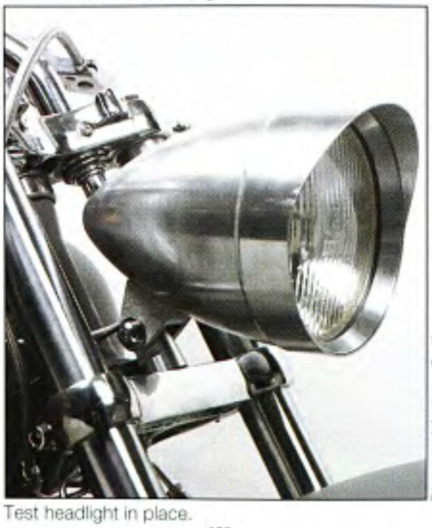
—Wrench



Drilling bracket holes.



Bracket mounted with pigtail.



Test headlight in place.

Photos: Markus Cuff

Sources

Headwinds Headlights
P.O. Box 66-1213
Arcadia, CA 91066-1213
(626) 359-8044, fax (626) 359-6544

Ron Simms
Bay Area Custom Cycles
25224 Mission Blvd.
Hayward, CA 94541
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Tired of bustin' your ass for some ungrateful boss? Feel like you're stuck in a rut with no way out? If so, you're not alone. CD, a self-proclaimed jack-of-all-trades, master of none, and a full-blown Harley freak, got tired of feeling like he wasn't getting the most out of life. So, he decided to pursue his life-long dream. CD enrolled at the American Motorcycle Institute (AMI) and moved to Daytona Beach. He'll be telling you about the trials and tribulations of what it takes to become a Harley mechanic, and what it's like attending the AMI.

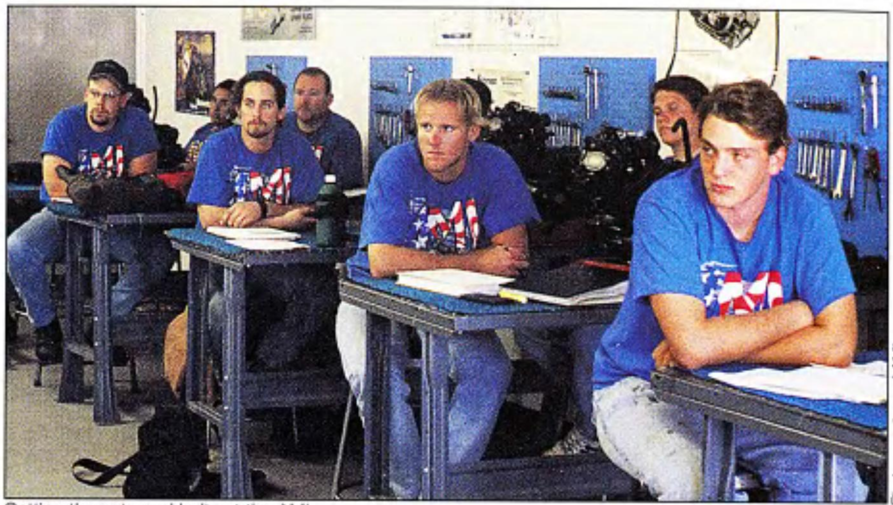
—Bandit

I'll start this off by telling you a little about myself. I'm 34, and I've owned and worked on my own bikes since the ripe ol' age of 8. I thought I knew a good bit about wrenchin' on scooters. I've never worked in a shop (although I've damn sure dropped plenty of green at 'em). I've always dreamed of having my own shop and building custom bikes. Harleys are the only motorcycles I've owned in the last seven years (besides numerous dirt and water toys) and to me they're the only bikes out there. So, I decided to get my shit together, test my chronically abused brain, and go to school to learn how to be a Harley mechanic. Hell, I figured with all the bikes I've been through and all the tinkering I've done on 'em this wouldn't be too hard. That was until I got to the AMI.

Enrolling at the AMI takes a lot of planning, paperwork, and financing (there are several student loans available: Stafford, In House, and Pell Grants). Do your research because this is a full-time school and you'll be there 8 to 5, five days a week, for at least five months. There is no housing provided by the school, but they have people who can help you get set up in a place without getting ripped off. I lucked into a nice place with some good friends.

My first day was horrifying. I felt like a new kid in town going to a school full of strangers ... I guess I was.

I thought to myself, "Man it's been damn near twenty years since I've been to school," but then I looked around and realized that I was in a room with 60 other people who shared one love—motorcycles. Suddenly I felt the tension slowly leave my body. We were told the rules and regs, the layout of the school, schedules, basic orientation, and they answered any questions we had. The facilities have everything you'll need to build a bike from the tires up, in addition to a dynamometer, a cafeteria, lounge, swimming pool, and basketball and volleyball courts. Starting here is like starting anywhere else; you start at the bottom and work your way up. That means back to the basics. I'm taking the 25-week Harley course, but there are people here taking everything from Ducati to Evenrude. The first 10 weeks are the basics, before you go into your specialty training. Yes, unfortunately, that means working on "Jap Junk," but as the instructor says, "A valve is a valve and a piston is a piston." Don't let this discourage you.



Getting the nuts and bolts at the AMI.

We started out on 2-stroke engines—what takes place at the different degrees of the piston stroke, top end service, different types of fuel intake systems, and types of lubrication systems. Hell, if nothing else, you'll be able to fix that cranky chain saw or weed whacker. Then we moved on to the 4-strokes. We learned every function of the 4-stroke and were taught how to perform a complete top end job, from cutting different angles in the head for valve seating, to honing cylinders after a bore job. We studied the different types of cam setups, transmissions, carbs, lacing and truing cranks, and frame and suspension. Everything we took apart was measured against specs, and we checked tolerances and checked for damage and wear, just like in a real shop. We spent a good deal of time on tools. We were rigorously tested on micrometers, dial bore gauge, dial caliper gauge, torque wrenches, and the numerous tools needed to handle a valve job. We were also tested on how to perform compression and leak down testing and basically the ability to measure anything to within a .0004 of an inch (makes a pube look like a Lincoln log).

The instructors are great, and they all have vast experience in the motorcycle industry. Many are AMI graduates, themselves. They pack two years' worth of training into five months of brain-pounding schooling. You can forget about partying on the weekdays, but the weekends are made for letting off some steam.

Next time we'll delve into the depths of electronics and beyond. Well, I can hear the sounds of Harleys coming up my driveway. It's time to go for a putt and party before the weekend's over. Remember to keep the sand outta yer chain!

—CD

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TECH TIPS

CHARGE IT, PART TWO

More Tests, Techs, & Tips For Your Charging System

In part 1 of this story, we covered damn near everything you could do to maintain, and troubleshoot an alternator-type charging system. Now we get to the basics concerning generator systems. Details concerning complete generator overhaul are too lengthy to present here, but a shop manual on your scoot will fill in the tougher areas.

Forewarned is forearmed. Since electrical problems tend to wait until you're out on the road somewhere before they pop up, there's a small device that you can carry with you in your pocket or saddlebag called a multimeter that can help you diagnose the problem quickly. Spending a few bucks on a cheap multimeter or even a continuity tester (local auto parts store, Kmart, Sears) will make chasing a shorted wire much easier. They're pretty small nowadays; the one I carry isn't much bigger than a pack of smokes, and for around $20, why leave home without it?

BASIC TROUBLE

Many times a charging system begins its decline, and the battery voltage dips low enough to cause the engine to sputter, cough, pop, backfire, you name it. What's happening is that the ignition isn't getting enough voltage, so you have an electrical gremlin that's trying to masquerade as a faulty carb or other such intake problem. The cause of most electrical problems on the road can be linked to a bad battery ground or a shorted or fried wire (wiring takes a lot of abuse and often is passed up on routine maintenance).

The easy check is, of course, simply revving the engine to see if the headlight brightens up with the rpm. You could also put your new multimeter to the test and hook it to the battery to see if it's getting any charge. Obviously, if either fails to happen, you've got a bad generator or regulator (or relay or voltpack). On bikes with voltage relays, the cover can be removed for inspection. Should the points be stuck or burnt, a quick cleaning with a nail file or a knife should right the problem. Try revving the engine after you've cleaned up the relay, and if the headlight still doesn't brighten up, the relay is shot. If you're running a solid-state regulator, also known as a voltpack, and it takes a dump, then it's time for a new one. If you're not convinced it's the regulator, then read on to the next part about checking your generator. Just remember one thing: Bypassing the regulator and running the generator (or alternator) directly to the battery can cause it to explode—so don't do it.

CHECKING YOUR GENERATOR

Troubleshooting the generator is a fairly basic process that can be accomplished without removing the unit from the bike. But if that's out of the question, it can still be handled without complete disassembly, in most cases. Before we start, there is a little tip here worth knowing: Due to the inherent design of the generators used on Harleys, they are not made to withstand sustained high revving. Usually the rpm ceiling is about 4,000 rpm, and if you're racing down the road like a demon, chances are you're gonna fry the sucker.

At any rate, assuming there is a problem—say, if your signal light on the dash remains lit, or if your battery is dead—then it's time to check out the ol' generator. Grab your trusty shop manual, and refer to the wiring diagram for your particular bike. On installations that use a fuse in the generator field circuit, the fuse is the first thing to look at. Make sure the darn thing isn't blown, and when ya put it (or a new one) back on, make sure that the insulating sleeve is in good shape and covers the fuse properly.

Sometimes the signal light circuit can become grounded, which will foul things up. By pulling the wire (or wires) from the generator's "A" terminal, making sure that they make no contact with any part of the bike, you can then turn the ignition on. If the light is still shining bright, the circuit is grounded. Examining the wiring very carefully can locate the ground, and once you find it, the problem can be fixed. This common bug will prevent your generator from doing its job, and is a great deal easier to chase down with a multimeter.

Now you can test the generator field output by hooking an ammeter into the system (fig. 1). Start the engine, and run it at about 2,000 rpm; then, momentarily

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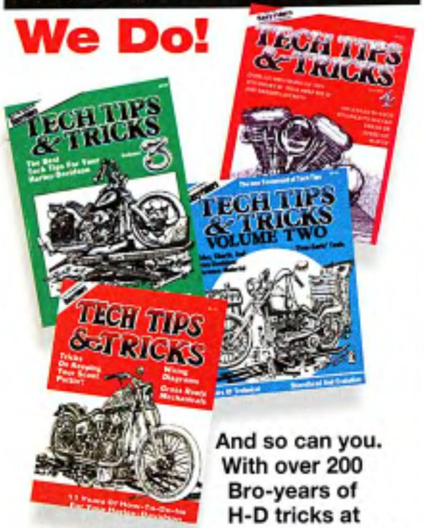

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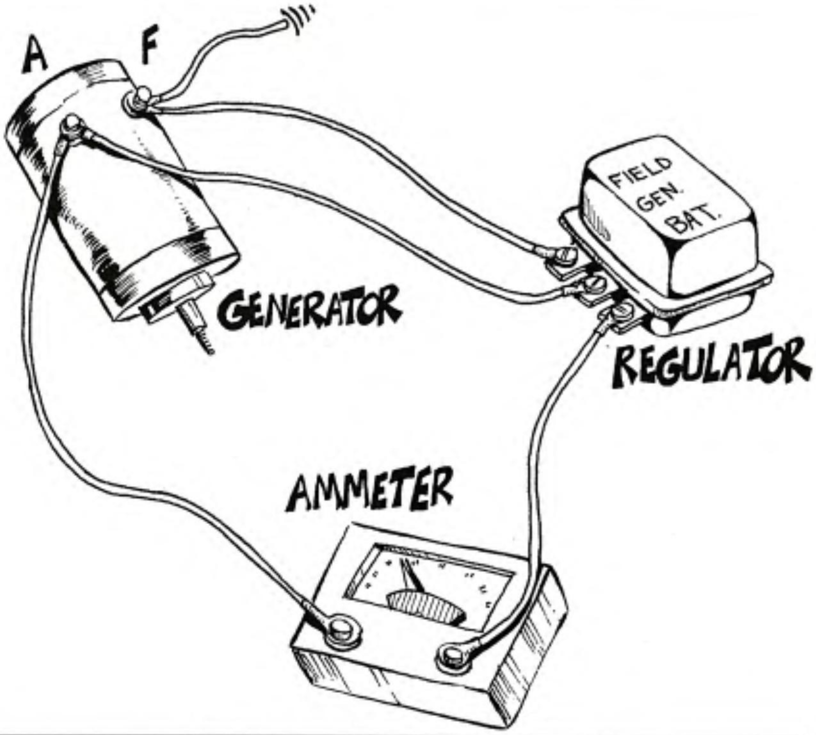
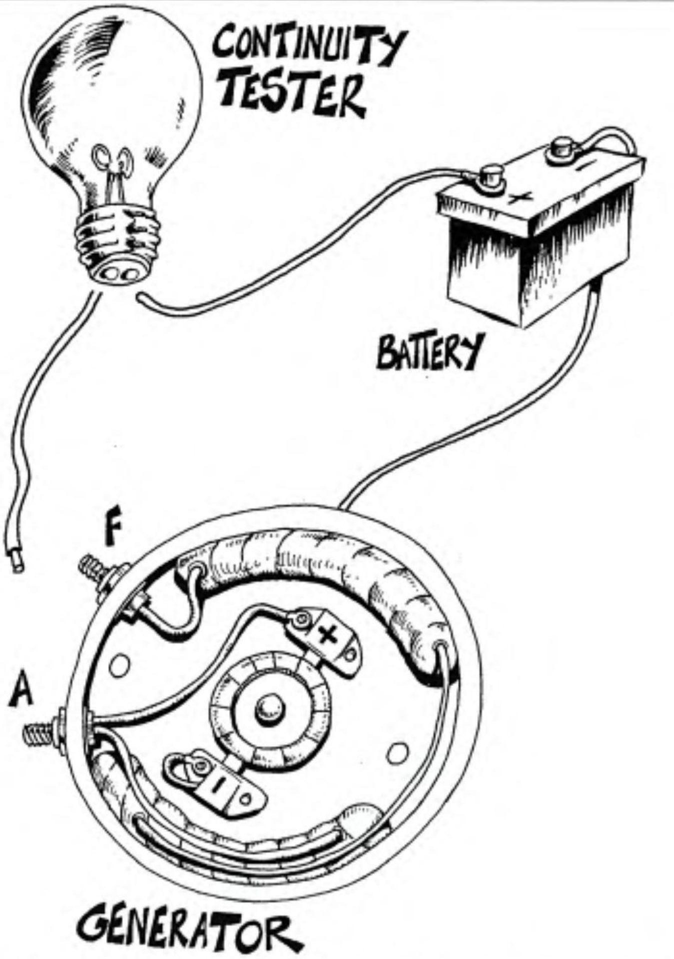


Figure 1

Figure 2



connect the meter's negative lead to the battery's positive terminal. Your H-D manual will call out specific readings for 6- and 12-volt systems that you'll be looking for during this test. If your system coughs up the right number on the ol' meter, then the generator is OK, and the problem lies in the regulator or the wiring. If the reading falls below the recommended numbers, the generator needs to be removed for further checking.

There is a last-ditch fix for generator problems on the bike, and it is something you can check for when all of these other tips have come up naught. The armature can get build-up in the slots where the brushes ride, and this creates a poor connection and thus a poorly-performing generator. With a knife or small piece of sandpaper (someone even suggested a hacksaw blade?!) the slot can be cleaned in order to make a better connection for the brushes. Like I said, last-ditch fix, but if it gets ya runnin', it gets ya runnin.

Now, if and when it comes time to pull the generator out of the bike and give it the once-over on the bench, you can start by testing the field coils. Hook up an ammeter and a battery in series (more commonly referred to these days as a continuity tester) as in figure 2.

Remember that all 12-volt generators are stamped as such, following the model number on the case, and always use a 12-volt battery for testing a 12-volt generator, and a 6-volt cell for a 6-volt generator. With the brushes removed or insulated from the commutator, touch one test lead to "F" terminal, and the other to any point on the generator's case. Now move the first test lead to "A" terminal. A reading at either terminal means a terminal or field coil is grounded to the case. If you get no reading, then it's time to jump to your shop manual and follow the disassembly and testing procedures listed.

Now again, I know that some of this can be a bit confusing, but following your manual's instructions carefully will help you diagnose any problems you might have. This will save ya on blindly replacing parts when you don't have to, which means more green in your pocket. So ain't that worth a little reading?

Oh, and a P.S. from a bro of mine who's been long in the saddle: He says if you have a 6-volt system, then for the sake of your sanity and for the sake of finding parts easily while you're out on the road, get rid of it and convert over to 12v. He was quite adamant about this, and knowing how many busted bikes he's resurrected on many a roadside, maybe he's right... —*Wordman*

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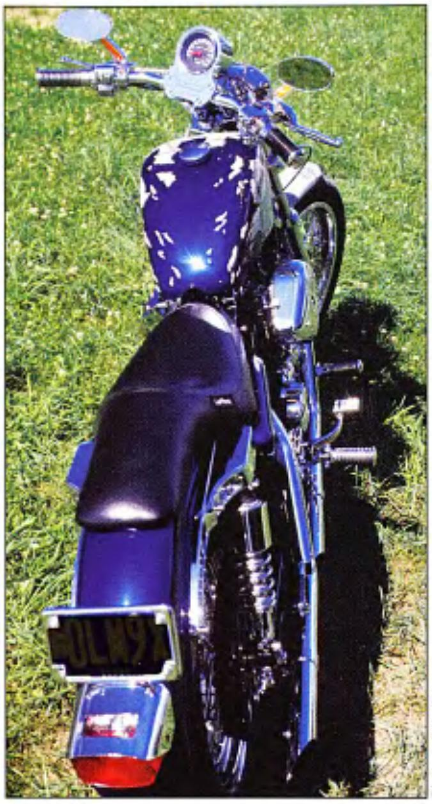


Photos: Billy Tinney

Harley E. Davidson
Allentown, Pennsylvania
1979 XL 1000 Sportster

OK, quiz time. Contestants, lean back, adjust your seat, check the roll for squeezability, and answer this question worth 64 cents and the fantastic opportunity to explore Clay Dog's kitchen cabinets. Ready? OK, imagine you were a biker from Kansas, and you moved to Pennsylvania—Allentown, to be exact—and you suddenly have curves in your life, so you buy a Buell. Now, you're jamming along a really gnarly one—curve, that is—and a freakin' car comes around the same curve in the opposite direction on your side of the road and hits you head-on, breaking both your arms, your feet, your fibula, and a host of other bones you can't pronounce. What do you do?

Say your name is Harley E. Davidson. You kick the friggin' bunghole! That's what. Harley (the person) rolled around in a wheelchair, went to therapy, did the crutch thang, and listened quietly as his nonriding friends and family asked the stupid question, "You're not going to ride again, are you?" Duh? With a name like Harley E.

I'd better clear up a little misconception before we go any further. Harley (our hero in question) wasn't named by his parents in 1970, after they'd won the water bucket races and given birth at the Buffalo Chip campgrounds. The fact of the matter is that no one in Harley's family even rode motorcycles. In fact, he's the first one in his family to own a bike. He was named after his grandfather, dating back to 1910.

Harley first became interested in motorcycles in the 1970s when he got an Evel Knievel wind-up Snake River motorcycle, complete with the rubber-molded action figure wearing a helmet. Having the name Harley E. Davidson didn't hurt, either. Seems everyone he went to school with always assumed and asked him lots of questions. So Harley (the dude) took it upon his own young dude ass to learn everything there was to know about the product named after him. The result? He wound up owning and riding an 883 his senior year in high school!

After graduation he sold the 883, joined the military, got out, moved to Pennsylvania, bought the Buell, and that's where our story picks up again. Seems Harley (the wreck survivor) had bought the '79 Sporty before the wreck in hopes of customizing it. Well, head-on wrecks take up your time, you know, and it took him a little longer to finish. We'll forgive him ... this time. He says when he got the bike it had a 6-over front end and a mile-high sissybar. He loved it then, but knew he could improve it and make it Harley's Harley. He began by taking the whole bike apart, rewiring it, cleaning it up, and rechroming, refining, and repainting the entire monstrosity. Tim Shriver topped off the whole shebang with a great blue and silver House of Kolor paint job.

Harley (yeah, the man) is thinking about going into the motorcycle business, and with a name like Harley E. Davidson, I think he should. But watch out for those trademark police—you know there's a cable network named "E."

—Flynch →

Michael "Irish Mike" Deal
Stockton, California
1984 FXWG

Let's get right to the point. Irish Mike calls his bike "Lucky." I'll say. He's lucky I had his current phone number, and didn't have to whisper sweet nothings to his local telephone operator in order to get it. Irish Mike bought Lucky new in 1984, on his 13th wedding anniversary to his beautiful wife, Debbie. Get it? Lucky.

He said that in '84, the dealers were preparing for the new Evolution engine bikes, but Mike had his doubts. I mean, no one likes to risk buying the first year of anything. Besides, the last year factory Wide Glide Shovel would be an instant classic. (I know a guy in Queens who would build an altar to worship Lucky.) And, hey, it turned out to be a damn good bike.

In the years to follow, Mike put 120,000 miles on the clock and only had two breakdowns. Back in '88, he bent a rear exhaust valve while passing, at over 95 mph, a red Corvette in the middle of Wyoming. The second time the rear belt self-destructed in the middle of nowhere, in the middle of the night. So he shit-canned it. He has run an O-ring chain since.

At 120,000 miles, he decided that he was ready for a rebuild. He had never taken a bike all the way apart, but thought there was no better way to learn. Besides, Lucky had been so good to him so far, he couldn't bear to leave it in the hands of a stranger. Mike and Paul Hannon of Hayward redid the heads. Mike took the cases and a new S&S bottom end to Dee Genung in Stockton, California, for assembly. He had the frame and inner and outer primary powdercoated and had Don Porter paint the rest. It was then that he lovingly, with beer and support from his wife, reassembled his bike in time to ride it to the Fall Ball, hosted by the Hells Angels Nomads at the Mountain House. He entered Lucky in the bike show and rode home with first place in the Shovel class.

Mike is a member of the Jus Brothers MC in Stockton, has been riding for 20 years, and has been married to Debbie for 27. He's a communication technician, born in New Jersey, but raised in California. Oh, yeah, he's a helluva nice guy. His friends all call him "Irish Mike." Shit, with a good bike and a loving, helpful wife, I call him Lucky.

—Flynch

Photos: Ken Allen

Erik Coleman
Northern Ireland, U.K.
1981 FLH

A few weeks back I got a call from Jon Towle who was just back from his annual European tour. Every year he visits the barn his family called home, just 10 miles north of Warsaw, Poland. He said he hardly gets to visit Northern Europe, but wanted to take a trip via train up to Sweden and see the long bikes, and maybe get down to Spanbroeh, Holland, to meet up with Grizz. But, instead, he took the wrong rail and wound up in Northern Ireland. He didn't mind, though, because he got to see some really cool bikes there. And the Harley riders there are really dedicated. Because of the import tariffs, markup, and lost money on the exchange rate, most parts cost 150 percent over what they would cost in the states. Kinda makes the $5,000 markup on new Harleys at some dealers in America sound petty, eh?

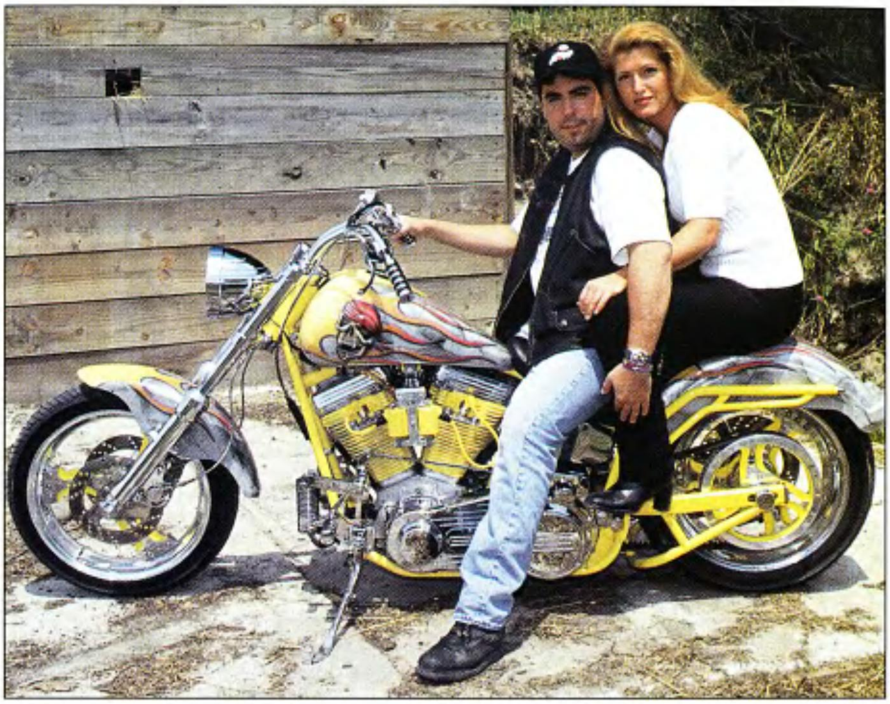
Erik, the owner of this fine-looking FLH, agreed that the markup on Harley parts is ridiculous. He wanted a set of full floating brakes for a while, but the cost made it only a dream. Erik is an analyst programmer for an international computer system. He's been riding since he was 16, starting out on sport bikes, Streetfighters, and Harleys now for the last 10 to 12 years. He has owned the 1981 FLH for seven years. When he got it, there was a gawd-awful beige cream paint scheme on it, and everybody but Bandit knows that Harleys are supposed to be black.

Erik has replaced almost all the nuts and bolts with stainless steel head bolts, and the brake lines, throttle and clutch are all run in stainless. Even the ignition wire from the points runs in a stainless brake hose. He switched the handlebar controls with late-model units because the early units were too hard to operate when wearing heavy gloves. Hey, now—I guess that means our man Erik means business.

Erik rides with the Harley-Davidson Club of Northern Ireland, and wanted to thank his bros and his girlfriend, Gillian, who loves to ride as much as he does. (Gillian's father is the guy who took the pictures, Ken Allen. Can't forget him, dude—you're ... ah ... er ... *dating* his daughter.) I guess that's why he turned down our offer to have his bike flown over to the states for a shoot with big-boobed topless beach babes! But with the serious mail strikes you guys have, you probably didn't get your plane tickets. April Fools! —*Flynch* →

READERS' RIDES

Andrew Azoulay
New York, New York
1995 Bourget Pro Gets



Once again I am left to my own devices for information about a reader's bike. Our main man, Andrew here, gave us a number which was disconnected, and the day number, i.e., his day job, said respectfully that, "He is no longer employed with us." Lucky for me, the NYC area telephone operators love my hillbilly accent and would give me their personal phone numbers if I were inclined to ask. But anyway, they had a number for an Andrew Azoulay who has a residence on 57th Street, but it was unlisted and they could get in trouble for giving it to me. I explained to them that it was for the good of all mankind, and that I would have my boss, Rupert Murdoch, send them tickets to a taping of the new Fox sitcom based on the day-to-day experiences of Ed Koch at the gym. I told them it is untitled, but there is a contest that they could enter, and win a year's worth of gas at any self-service gas station in New Jersey. They declined, but gave me the number just the same.

But, alas, all work fell days short of talking to our man Andrew. I did speak with his Korean secretary who told me, in very broken English, that he had just left for South America to test some results of a cloning experiment he has been working on. I wasn't sure I had the right guy, but, hey, this sounded pretty interesting. I asked her what Andrew did for a living, how old he was and if he owned a Harley. She said, "Yes, an Arley, very loud, very loud." I figured from the picture that I taped to my computer screen she must have been talking about the paint job.

She went on to say that Andrew is a genetics engineer who has been working on cloning human embryos. I asked her if the clones would be American citizens or if they would need green cards, and she hung up on me. Hey, Andrew, sorry if I pissed off your secretary.

But, hey, maybe it wasn't our man—shit, NYC is a big place. But there can only be one of these scoots running around the avenues. It was built by American Dream Machine, and sports one of those really righteous Bourget's Bike Works frames, featuring a 45-degree rake and 2 inches of stretch. The engine uses the ever-so-reliable Delkron cases, S&S flywheels, and an Andrews EV3 cam. The Rick Doss slash-cut shotgun pipes set off car alarms all over the city. Andrew's ride also features JayBrake controls, a 17-inch rear wheel, an American Dream Machine gas tank, and a Rick's Super Paint gray and yellow flame job. Oh, did you notice the frame was painted yellow? Yeah, so did Stevie Wonder.

—Flynch

Photos: Billy Tinney

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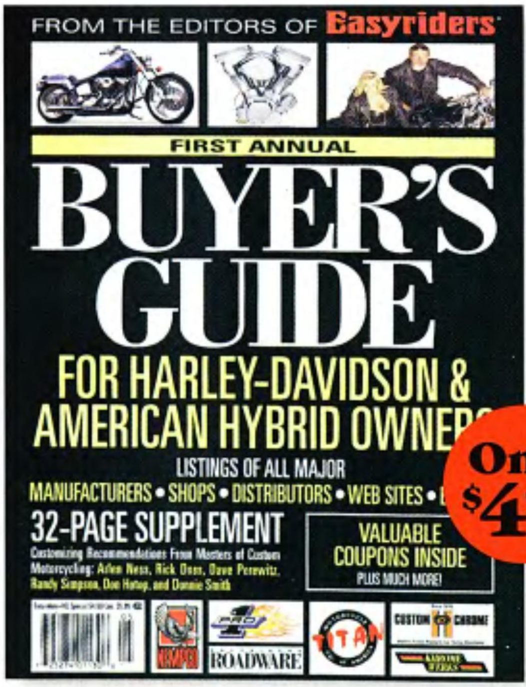

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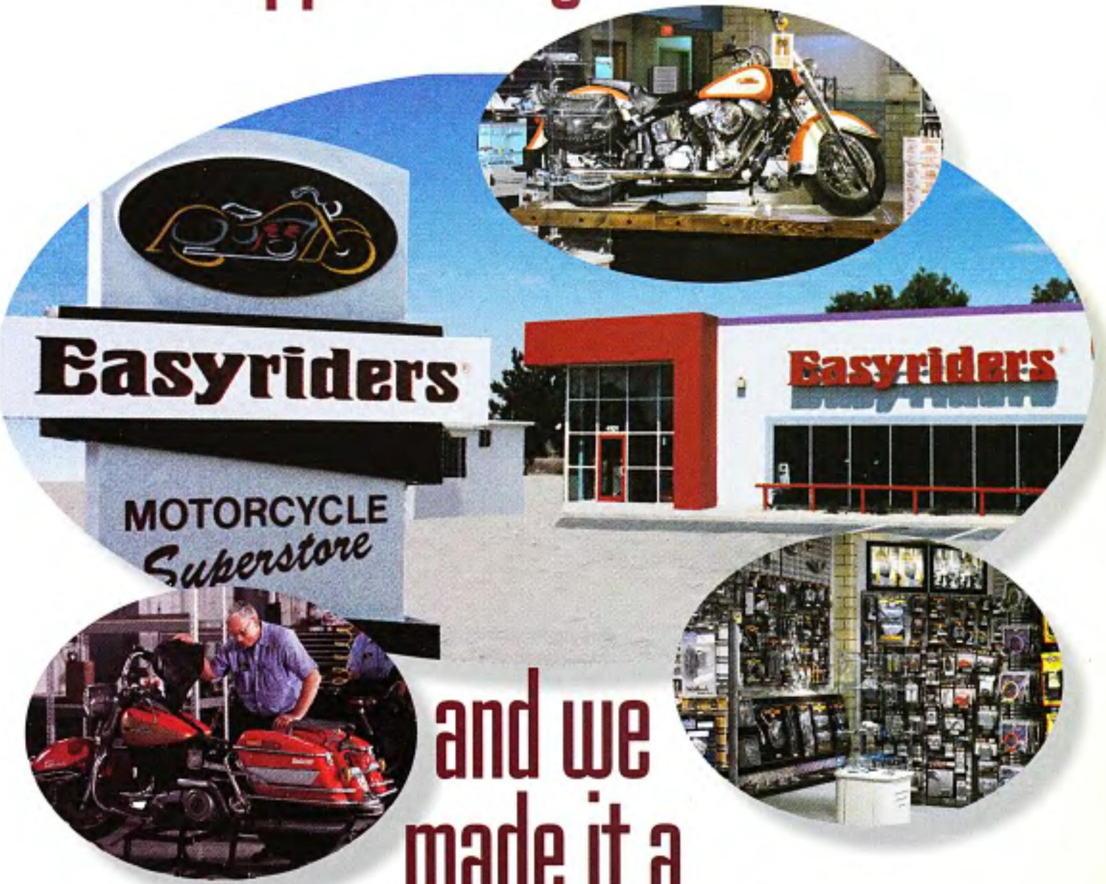
Opportunity knocked



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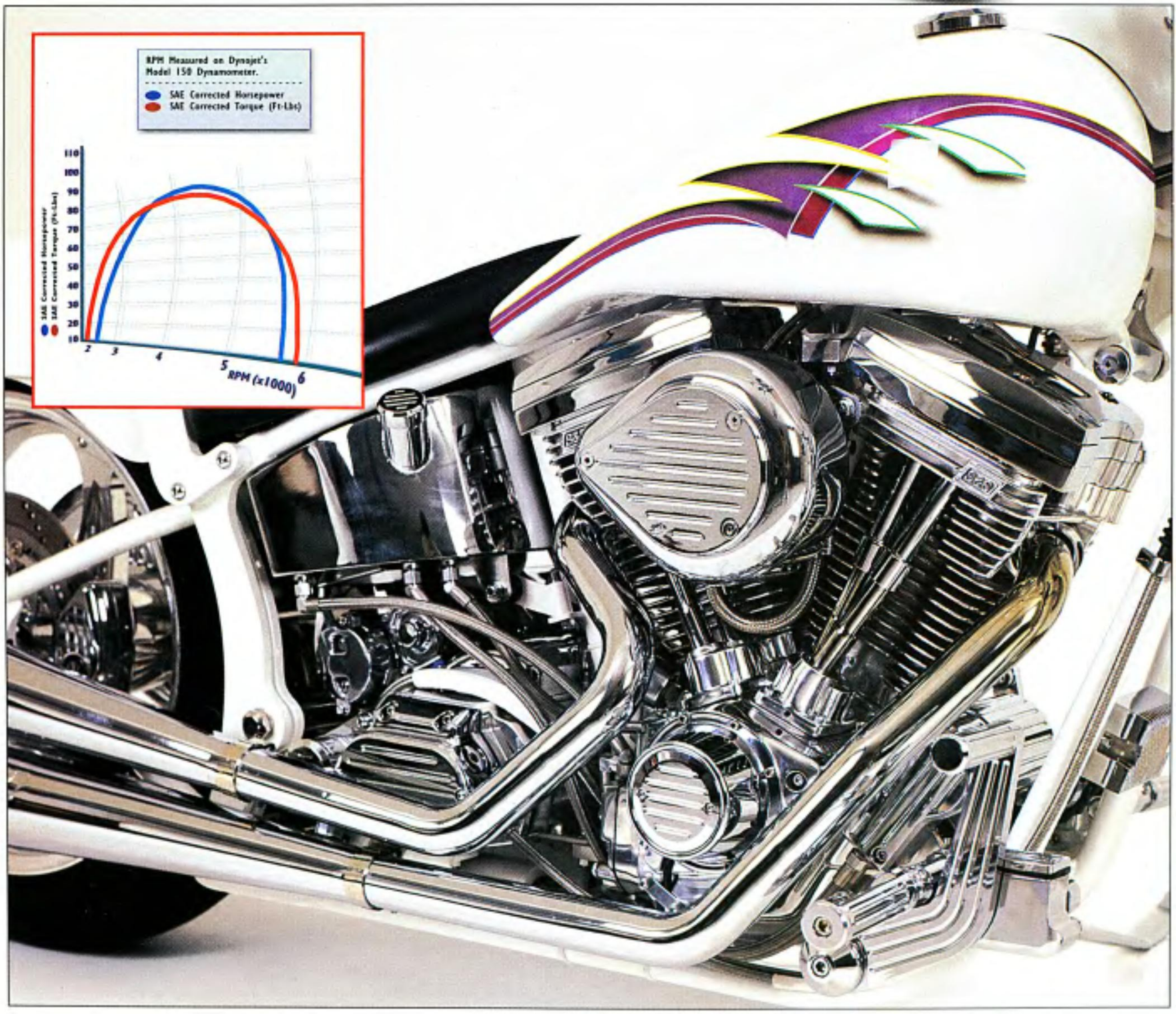
PRO-ONE CLASSIC

Road Classic, That Is.

"Hey! I'm makin' a call to Pro-One. Anyone need anything, gawddammit?" Snake has such a way with words. After replacing a few of my front teeth from my last episode with him, I was a little nervous about askin' for anything.

"Yeah, how 'bout a new bike?" I yelled. Remember, I said a "little" nervous. After throwin' an empty JD bottle at my head, he made the call. As he was about to hang up, he thought he'd throw in my comment, to show 'em how much of a smartass I was. Five minutes later, Josh Seidner was on the phone askin' if I was serious. Well, whaddaya know!

Seems Pro-one has entered the production hybrid market, and they were more than willing to give me a bike to ride—with one, small condition. I was not to harm it in any way, shape, or form, due to the fact that they already had a buyer for it and had sold →


RPM Measured on Dynojet's Model 150 Dynamometer.
SAE Corrected Horsepower
SAE Corrected Torque (Ft-Lbs)
110
100
90
80
70
60
50
40
30
20
10
2
3
4
5
6
RPM (x1000)

it to him with the promise that no more "break-in" miles would be put on the motor. Yeah, right! I met Josh at the Pro-One headquarters to pick up the keys, and noticed something very interesting. Pro-One is set up right across the street from the home of the NHRA Winternationals in Pomona, California! Damn straight. I'll be "testing" this baby on the strip.

After convincing Josh and the rest of the staff that photo genius Markus Cuff, and I were just going to go around the block to find a good shoot location, I took off and started looking for the secret entrance onto the strip. After finding an unmanned gate, we wheeled the bike toward the strip and a shot at pure speed. First, I had to convince a track worker that this bike was worthy of a shot at the big Christmas tree. First, the burnout. Line up on the mark, pop the clutch, and smoke them tires. "Hey!" the track official yelled, "are you sure this bike belongs to you?" Hell, yes, it does. Why else would I know so much about it? A 97-inch engine, pullin' 90 horses and 85 foot-pounds of torque, J&E pistons with a 10 to 1 compression ratio, close ratio gears, and a SuperTrapp exhaust system, make this asphalt destroyer more than worthy of this strip. It doesn't? Well, how 'bout this Ben Franklin then? Thought so.

Having persuaded the track guy to light up the tree, we were ready to rock. *We* were ready. However, the unmarked Pomona police cruiser had different plans for us. Seems someone saw us sneakin' onto the strip and blah, blah, blah, here he is to find out what's goin' on. As the red lights hit the top of the tree, I thought I was gettin' some weird red reflection in the rearviews. Yellow on the tree, the bike's revvin', and just as I'm anticipating the green, the familiar sound of the siren got my attention. Let's see, how much trouble am I in? No plates, no paperwork, trespassing, and no helmet. Hope the new owner doesn't mind pickin' this thing up at the impound lot. Fortunately, the cop rides an ol' Pan and understood. However, no way were we lighting the wick on this rocket. We could take over the streets of Pomona

for riding shots ... sans helmet. What a guy.

The ride is really smooth on this Road Classic with no problems at all. Check out the tech sheet for the rest of the specs. Asking price, $32,000. A little high, but I feel the tech sheet and performance warrant the price tag. For further info on this, or any of Pro-One's bikes, drop 'em a line: Pro-One, P,O. Box 1715, La Verne, CA 91750, or call (909) 596-4711. Next month we'll do it all over again with another bike bent on finding yet another vacant place on which to tear up some asphalt. —*Oil Can*

Manufacturer: Pro-One
City: La Verne, California

General

Fabrication: Pro-One
Year/make: 1998 Californian
Model: Road Classic
Value: $32,000
Assembly: Al Meadows
Chroming: yup

Engine

Year/model: 1998 Evo
Rebuilder: Pro-One
Ignition: Compu-Fire
Displacement: 97 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: J&E
Cases: S&S
Heads: STD
Cam: Andrews "Special Grind"
Lifters: solids
Carb(s): Mikuni 42mm
Air cleaner: Mikuni
Pipes: SuperTrapp

Transmission

Year: 1998
Shifting: Andrews gears
Trans sprocket: 32-tooth
Wheel sprocket: 70-tooth belt
Modifications: polished

Paint

Molding: Roger Bowman
Painter: Roger Bowman
Color: pearl white
Special paint: custom graphics

Frame

Year/builder: 1998 Pro-One
Type: Californian Pro-Fat
Rake: 38 degrees
Stretch: 2 inches
Shocks: Pro-One

Accessories

Bars: Pro-One
Risers: Pro-One
Handlebar controls: H-D OEM
Fender(s): Pro-One
Headlight: Headwinds
Taillight: Pro-One
Speedo: Pro-One mini
Pegs: Pro-One
Foot controls: Pro-One forward controls
Gas tank: 3.5-gallon, stretched fatbob
Oil tank: side fill, Pro-One
Oil system: Pro-One billet
Primary cover: H-D/Pro-One
Seat: Pro-One's Pro-Fat
Mirrors: Pro-One's Pro-Street billet
Grips: billet

Forks

Type: wide glide
Builder: Al Meadows
Special features: Pro-One triple trees

Wheels

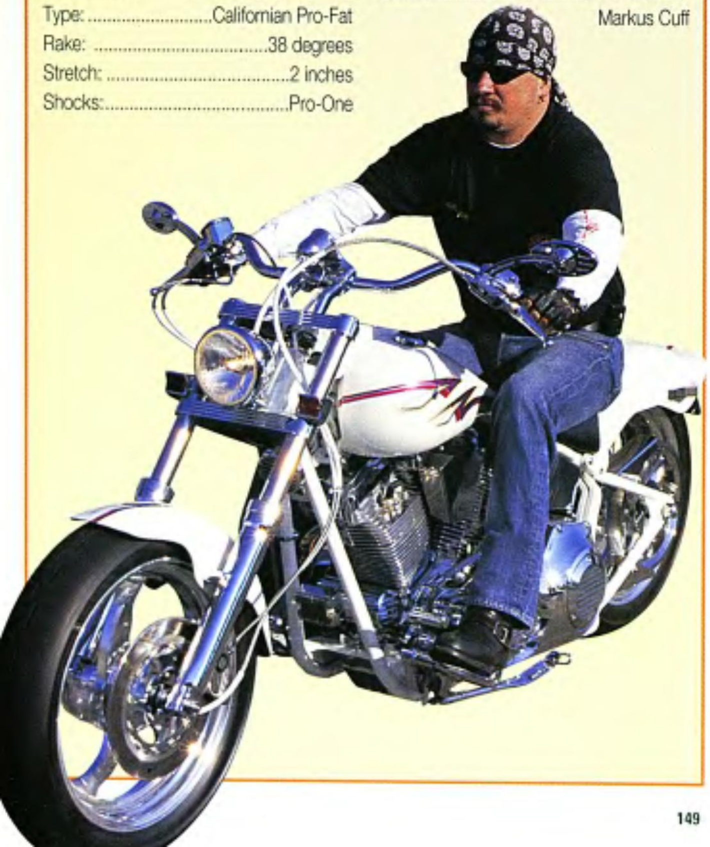
Front

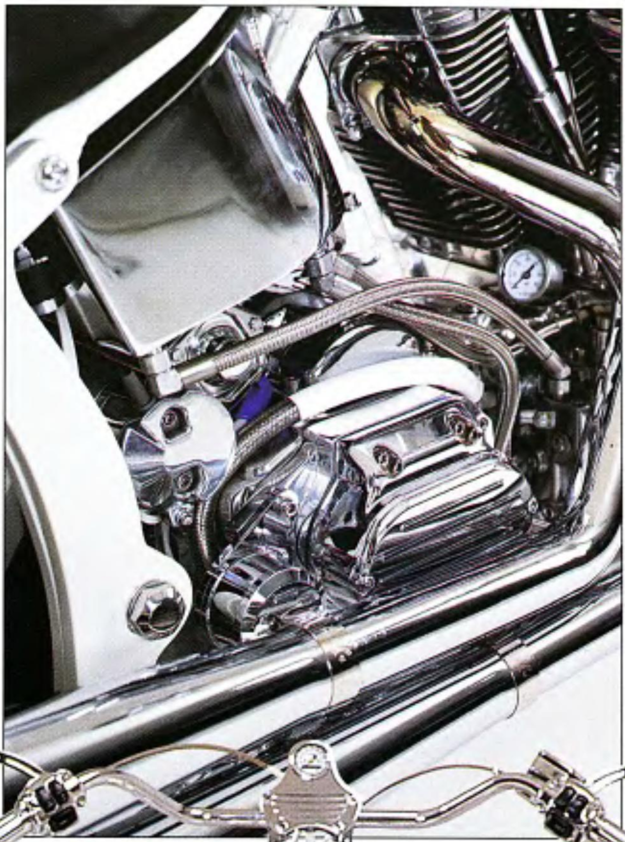
Type: Pro-One Demon, billet
Size: 18-inch
Hub: Pro-One
Rim width: 3.5-inch
Tire: 130x70 Avon
Brake: Pro-One Billet, Demon rotors

Rear

Type: Pro-One Demon, billet
Size: 18-inch
Hub: Pro-One
Rim width: 5.5-inch
Tire: 180x70 Avon
Brake: Pro-One

Photos: Jim Gianatsis, Markus Cuff

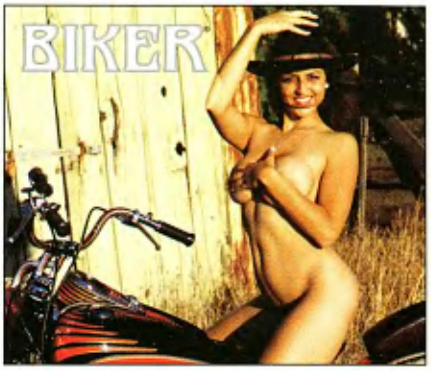




COMING AT YA

May is bustin' out all over, and we're bustin' the seams of this month's *Easyriders* with more bitchin' biker entertainment than you deserve, dammit! But we're serving it up anyway, and we're serving it up hot and spicy. You may as well put a case on ice and keep it close, 'cause this issue is on fire—from our six sexy bikes to our string of saucy women, accented by our annual Exotic Dancer Guide, where we point you in the direction of North America's finest movers and shakers. Mississippi's Gulfport Blowout takes center stage in the event department, and Red Baron will introduce you to an unforgettable Black Sheep biker. Our Tech Tips range from do-it-yourself powdercoating to braided steel lines. All right, that's all I'm givin' up. So ride down to your nearest newsstand, liquor store, *Easyriders* store, or tackle the mailman. Whatever. Just get this issue.

On sale March 31



Grab the **March** issue of *Biker* 'cause it's gonna be fulla great shit—like the sexy thang ya see here. For wild events we've got a Super Rally, a prison party, and some great stuff from the '97 Laughlin River Run. 'Course the pages are packed with titillating T&A, bad bikes, and all the other demented shit you can't live without. It's here and you'll dig it.

On sale now

It's the **May** issue, so get ready to rodeeeooo—motorcycle-style. All the dust and grit from the '97 season will be unearthed in one huge section dedicated to the Great 8, stretching from the season opener in Wilson, N.C., to the finals in our new Grand Nationals location, Chillicothe, Ohio. We'll also entertain you with a Dutch gal on a Shovel.

On sale now

Addicted to speed? Then grab the **May** issue and get your fix. Travel to the Palmdale, California, drags with Mary Lou and Charlie, then hit Del Mar with Dangerous Dave. Plus, we've got the fastest, meanest machines on the planet, like Don Bittman's Keck-powered Illusion, Joe Perry's California Hustler FXST, and Phil Poten's drag Evo.

On sale now

VQ No. 19, springs into **April** with a collection of customs and classics sure to inspire you for the riding season. From Mal Ross' yellow FXR, to Mike Lisandro's extreme Softail, to Mark Shadley's luxury liner, we'll have ya drooling and dreaming. Our hangout this month is Sturgis' (and beyond) *Broken Spoke Saloon*, and we'll take you inside American Wire Wheel. Don't miss it.

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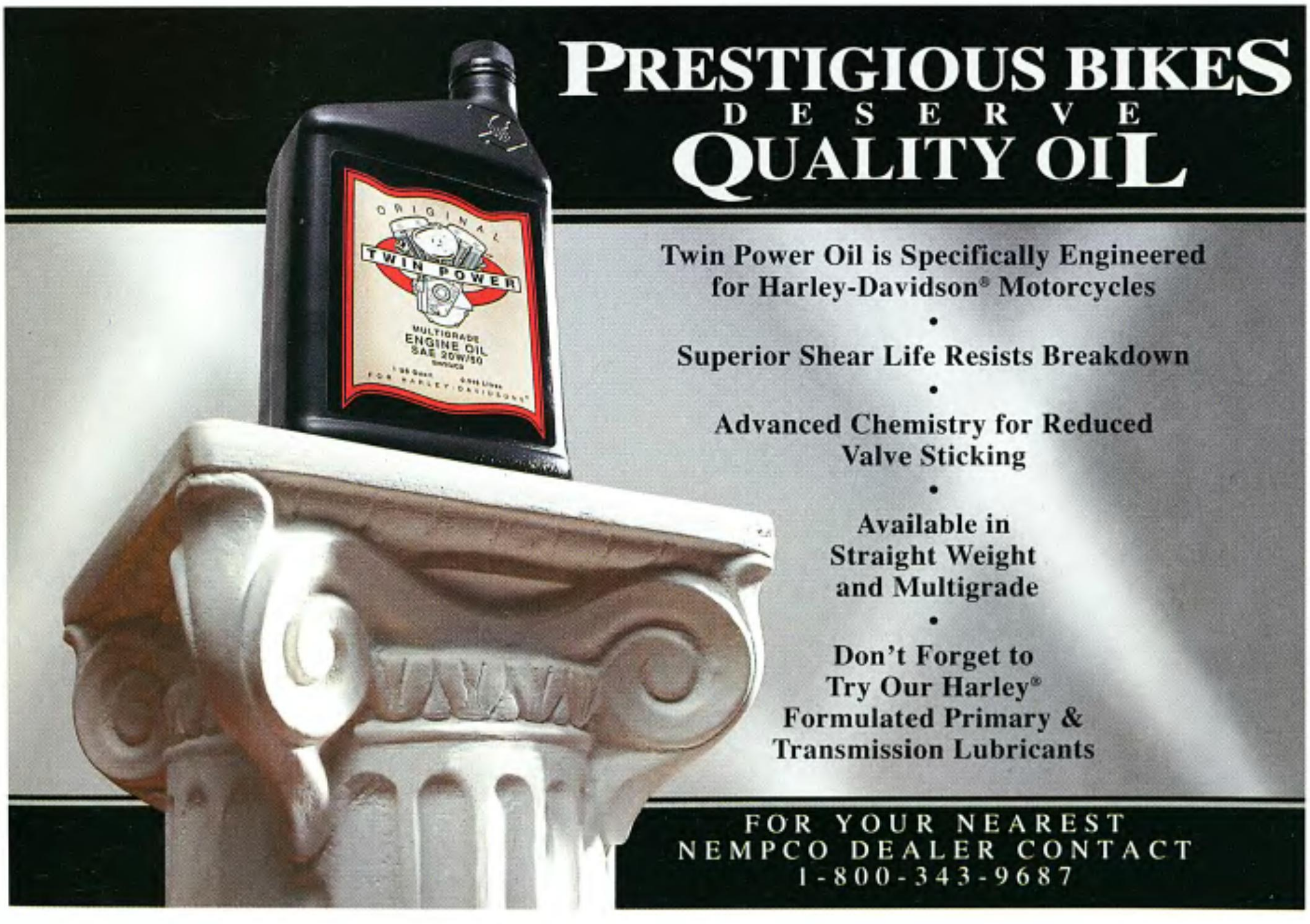
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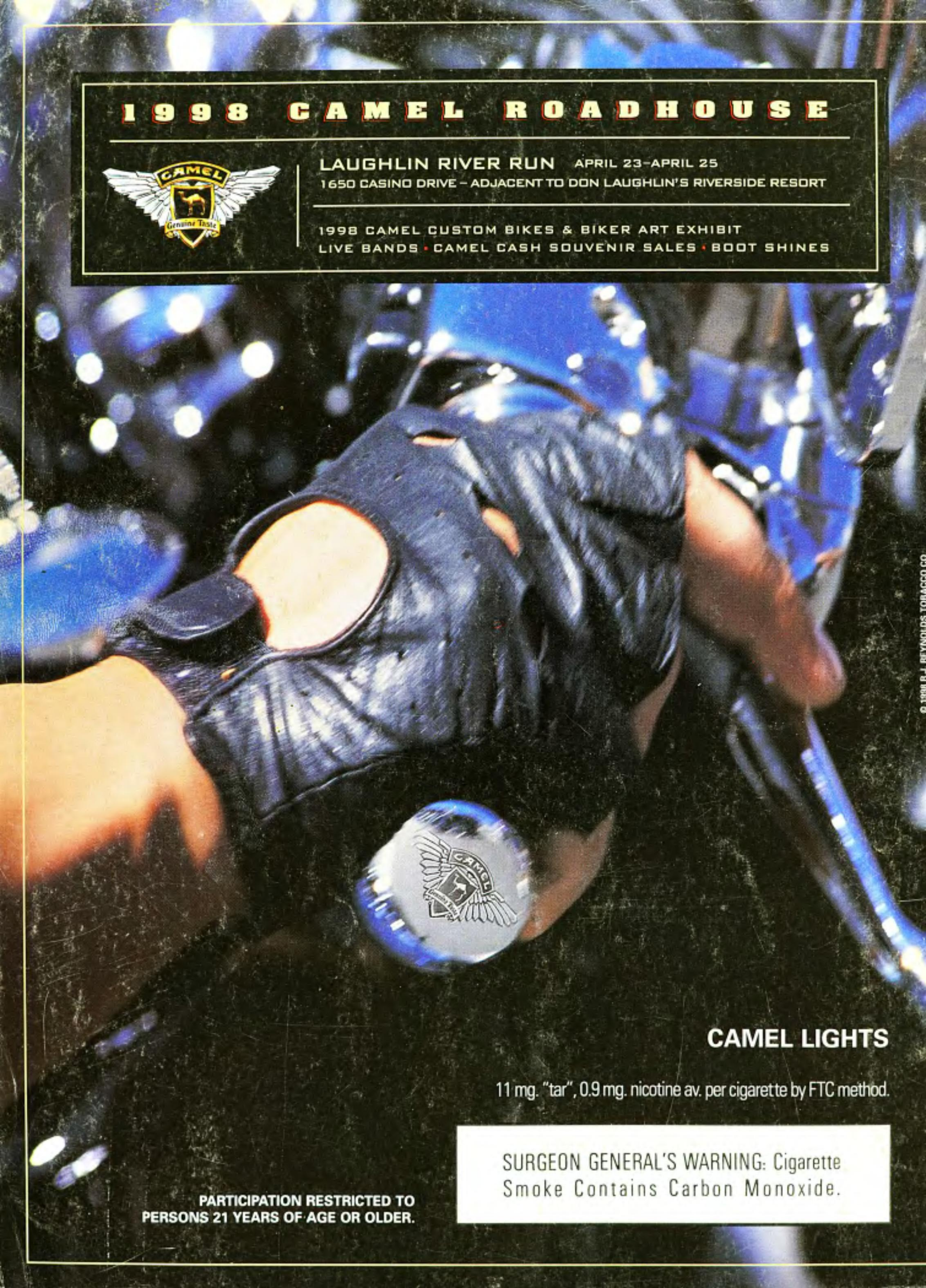
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